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SQUADRON EAGLEQUEST XIX
Show Report

Model MILITARY INTERNATIONAL

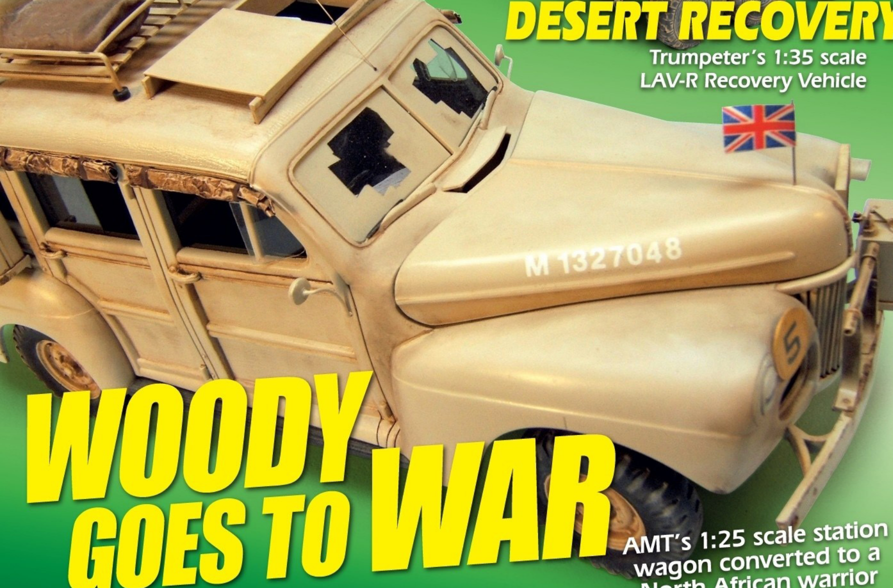
Issue 53 - September 2010
www.modelmilitary.com

PAKWAGEN ON THE PROWL

Dragon's 1:35 scale kit in detail

DESERT RECOVERY

Trumpeter's 1:35 scale LAV-R Recovery Vehicle



WOODY GOES TO WAR

AMT's 1:25 scale station wagon converted to a North African warrior

INSIDE: DRAGON FLAKPANZER 38(T) ■ TASCA M4A3 76(W) ■ GREATWALL 12.8CM K44 L/55 ■ AND MORE...

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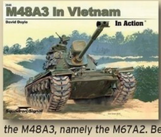
SS2046 - M48A3 Patton Tank in Vietnam in Action



Just as the Sherman was the quintessential 'American tank' in WWII, the M48A3 Patton tank was the most prominent US battle tank during the Vietnam War years of the 1960s and 1970s. The US Marines, who arrived in Vietnam with M48A3s in March 1965, were the first American forces to bring tanks to Vietnam. Close on their heels came the US Army, with its Pattons in October 1965. The Marines then introduced a flame-throwing version of the M48A3, namely the M67A2. Beginning in July 1971 the US began supplying M48A3 tanks to the South Vietnamese army in line with President Richard Nixon's commitment to the Vietnamization of the war. Although the fifty-two ton Patton had been received with some scepticism when it was introduced it possessed features that proved well adapted to combat conditions in Southeast Asia. The thick armour of the M48A3 protected crewmen from Viet-Cong mines, and the vehicle's sheer mass enabled it to force its way through thick, jungle vegetation. Illustrated with 109 photos, plus colour profiles and detailed line drawings.

SS5718 - GMC CCKW TRUCK WALK AROUND

GMC CCKW 2½-ton Truck
David Doyle
Walk Around
Squadron/Signal

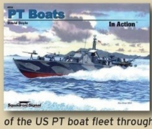
As war spread in Asia and war clouds gathered over Europe in the late 1930s, the US Army Quartermaster Corps set out to acquire a tough, new 2-1/2 ton tactical truck that would be up to the task of hauling modern artillery as well as troops and supplies. In the end, General Motors filled that need with its all-wheel drive CCKW truck. The first examples rolled off GMC's Pontiac, Michigan, assembly line in February 1941. By September 1942, the Chevrolet plant in St. Louis, Missouri, also started manufacturing the CCKW. This volume is packed with detailed photographs and highlights modifications through the years of its service – a wooden truck bed to save on precious steel, an open cab to allow for more cargo room in ship holds, two designs for axles, negative electrical system and a winch that was installed on a third of the trucks. Covers long- and short-wheelbase versions, plus cargo dump body types. Don't miss this close-up look at the truck that carried US men and material to victory on three continents in WWII! Illustrated with more than 190 photographs, plus colour profiles and detailed line drawings.

SS5562 - SAAB 35 Draken Walkaround

Saab 35 Draken
Mikhail Potnikov
Walk Around
Squadron/Signal

Sweden's most famous fighter, hailed by some as a 'fighter pilot's dream', was developed and built by the Saab company between 1955 and 1974. Designed with the Cold War situation in mind, the Draken was specially tailored to Sweden's particular needs. The innovative tailless double-delta design of the Draken proved amazingly successful and ushered in a whole line of more sophisticated successors. Illustrated with 260 photographs, plus color profiles and detailed line drawings.

SS4034 - PT Boats in Action



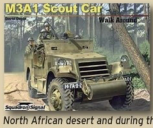
American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

SS5901 - M50 Ontos Detail In Action

M50 Ontos
David Doyle
Detail In Action
Squadron/Signal

Originally developed for the Army, which then discarded it, the Ontos was instead adopted by the Marine Corps. Conceived as a potent, lightweight, mobile six-barrel tank killer to counter a feared mass Soviet armoured attack in Europe, the Ontos instead rose to fame in the jungles of Vietnam where its six 106mm recoilless rifles proved deadly against massed infantry attacks, as well as being well-suited for urban assault work. This volume incorporates over sixty period photos chronicling the development and use of the Ontos, plus a further 150 detailed walk-around photos providing an in-depth exploration of this unique fighting machine.

SS5720 - M3A1 White Scout Car Walkaround



The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Covered in quarter-inch face-hardened armor, the vehicle served the US military as scout, command car, ambulance and in some cases as a gun tractor. Armed with one .50 caliber and two .30 caliber machine guns on a skate rail that completely surrounded the fighting compartment, the M3A1 saw action in the Philippine tropics, the North African desert and during the 1943 invasion of Sicily. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings.

SS1217 - US Navy UAV (Unmanned Aerial Vehicles) in Action

U.S. Navy Unmanned Aerial Vehicles
Ken Neubeck
In Action
Squadron/Signal

The development of unmanned aerial vehicles actually predates the development of piloted aircraft. Although manned aircraft more than overtook the unmanned variety in importance throughout the 20th Century, unmanned aerial vehicles or UAVs are now poised to become a key component of air warfare. UAVs evolved extensively and saw extensive action during Operation Desert Storm – the war against Iraq in 1991 – and since then the floodgates have been opened. Illustrated with 170 photographs, plus colour profiles and detailed line drawings.

Shown here is a selection of some of the most popular titles, many more available

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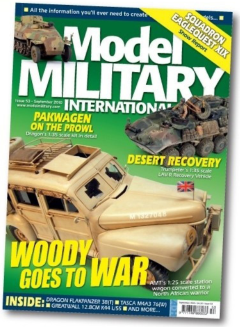

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Kuwaiti Government Pledges £1.5 Million Donation to Tank Museum

The Kuwaiti government has announced it will be making a £1.5 million donation to The Tank Museum in Bovington in recognition of the role played by the Royal Armoured Corps in the liberation of the country in the 1991 Gulf War.

The generous donation will be presented by the Kuwaiti Ambassador during this year's Tankfest weekend (26-27 June) in front of a crowd of thousands at the annual military fest.

The Tank Museum holds some of the most important armoured vehicles to fight in the war to liberate Kuwait, including a Challenger 1 which was the very first tank to cross the Kuwaiti border from Saudi Arabia in February 1991. Not only will the tank itself be part of the Tankfest action displays but its commander from the day of the invasion, General Arthur Denaro, will also be part of the presentation.

The unveiling of a commemorative plaque will mark the official donation from the Middle-Eastern nation and will take place on the second day of Tankfest, Sunday 27 June at 15:00. The donation will be received by Tank Museum patron, the Duke of Kent.

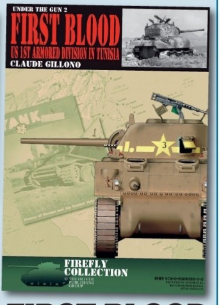
The Tank Museum Director Richard Smith said: *"It's a great honour for The Museum to receive this donation from the people of Kuwait and we are all extremely grateful.*

"Our collection includes some of the world's most important tanks and these incredible artefacts are often the best record there is for some of the most significant moments in history. By maintaining the tanks that have played integral roles in shaping the world as we know it, we are able to preserve the legacies and stories of their servicemen for future generations."

In recognition of the donation The Tank Museum will be naming its purpose-built outdoor tank arena, which was built as part of a £16.5million redevelopment programme completed last year, The Kuwait Arena.

A series of live Tank Action and living history demonstrations will make the arena the focus for much of the Tankfest weekend with its full programme of displays and mock-battles. To mark Armed Forces Day, this year sees the Royal Armoured Corps perform a unique re-enactment of counter-insurgency operations, which will be the only opportunity outside of Afghanistan to see such a display.

For more information about Tankfest or to book tickets visit www.tankfest.org – tickets booked in advance receive a 10% discount.



UNDER THE GUN 2
FIRST BLOOD
US 1ST ARMORED DIVISION IN TUNISIA
CLAUDE GILLONO

FIREFLY COLLECTION
© THE OLIVER PUBLISHING GROUP

FIRST BLOOD
US 1st Armored Division In Tunisia

The Oliver Publishing Group advises that work on their next book - First Blood: US 1st Armored Division In Tunisia - is well underway. This title will have five pages of full colour artwork and about 50 black and white photos, most of which have never been published before. Several were supplied by Stefan De Meyer's archive of modern conflict which specialises in the rare and obscure. Oliver Publishing has also had so much positive feedback about "To The Last Bullet Part 1" that they have bumped Part 2 - The Western Front - up the production schedul. More news on new titles will be available in the coming months. The Oliver Publishing Group's website is also up and running now.

www.oliverpublishinggroup.com/index.htm

VALENTINE Mk.IV RED ARMY w/CREW
MiniArt
35092
1:35

MiniArt 1:35 Valentine Mk.IV Red Army w/ Crew

The first version of MiniArt's Valentin will be a Mk.IV in Soviet markings with a five person Red Army crew set. This eagerly anticipated kit should be hitting the hobby shop shelves around the time that you are reading this.

More images may be found on MiniArt's Valentine page: www.miniart-models.com/index.htm?/35092.htm

MASTERPIECE MODELS
Aircraft Wreck Mitsubishi "Zero"
Holding Tower
Village Corner

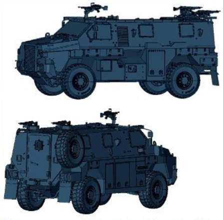
Masterpiece Models New Releases

Masterpiece Models has announced its latest three releases, all in 1:35 scale:

Wrecked Japanese Zero - Create downed aircraft or a strafed airfield scene with this innovative kit representing a wrecked Japanese Zero. Nicely detailed, this kit features a multi-part cockpit insert and separate photo etched parts for detailing the canopy, flaps, rudder, and ailerons. The item no. is MMDA001.

Industrial Holding Tower - This industrial tower will be a wonderful backdrop for dioramas and vignettes. It will fit with themes from World War II though the Modern era. The set measures 9 1/2 inches tall on a 4"x4" base. Item No. MMIND002

Village Corner - This versatile corner structure is a great addition for dioramas. Also makes for an excellent vignette base for figures. The base measures approximately 4"x4" and 7" in height. Item No. MMET003.

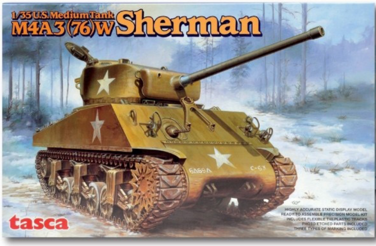


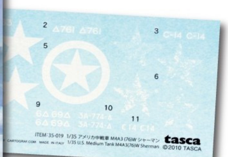
Showcase Models Australia 1:35 scale Bushmaster

A new company, Showcase Models Australia, has announced its debut kit, a 1:35 scale injection-moulded kit of a Bushmaster Protected Mobility Vehicle, due for release around October this year. The kit will comprise around 150 plastic parts, vinyl tyres and two marking options with the decals printed by Cartograf of Italy.

Information will be posted to Showcase Models Australia closer to the release date www.showcasemodelsaustralia.com.au

Stay tuned to MMI for more news of this exciting release.


1/35 U.S. Medium Tank
M4A3 (76) W Sherman
tasca
HIGHLY ACCURATE STATIC DISPLAY MODEL
READY TO ASSEMBLE PRECISION MODEL KIT
INCLUDES FLEXIBLE T48 PLASTIC TRACKS
PHOTO ETCHED PARTS INCLUDED
THREE TYPES OF MARKING INCLUDED



Markings include distressed stars for a low-visibility option.

WET STOWAGE SHERMAN

The Editor examines the newest in Tasca's growing Sherman family – the M4A3(76)W.

The M4A3 Sherman was powered by a Ford GAA 500 horsepower petrol engine and featured a welded hull. In 1944, the angle of the M4A3 front glacis was changed to 47°. Vision slots were also deleted and replaced with periscopes in the top of the hatches.

These later model M4A3 Shermans moved ammunition stowage to the hull floor, with additional water jackets surrounding the main gun ammunition stowage. This decreased the likelihood of the tank catching fire. A U.S. Army study in 1945 concluded that only 10-15 percent of wet-stowage Shermans burned when penetrated, compared to 60-80 percent of the older dry-stowage Shermans.*

One of the key improvements to the Sherman was the introduction of the larger T23 turret, which incorporated two big hatches in the roof and the 76mm gun as the main armament. Although the 76mm gun was an advance over the original 75mm gun in terms of anti-tank performance, it was still incapable of penetrating the front glacis plate of the Panther tank at any distance, and could only penetrate its mantlet at ranges of less than 100 metres. Furthermore, the 76mm high explosive shell was noticeably less effective than the HE ammunition used by the earlier 75mm gun.

Despite these shortcomings, from late 1944 the M4A3(76) became the preferred tank of the U.S. Army in North Western Europe.

Tasca has now turned their attention to this definitive US Army Sherman variant. Tasca's 1:35 scale U.S. Medium Tank M4A3(76)W Sherman is a substantially new model compared to those Sherman variants that have come before it. The kit comprises around 400 parts in dark green plastic, 16 parts in clear, a small photo-etched fret, a sprue full of clear polythene caps, a sheet of flexible material for cushioning the suspension units and four lengths of flexible vinyl track.

All of the key features of the M4A3(76)W are depicted, including the 47° glacis hull with the enlarged hatches, the correct rear deck configuration, the T23 turret and two styles of 76mm gun barrel. All of these parts are brand new. Also new are the optional plain dished road wheels, which supplement the alternative set of stamped solid spoke wheels on the same sprue.

Another nice touch is the inclusion of a clear Commander's cupola. This will be ideal for modellers who want to mask off the vision blocks for a very realistic result. Periscopes and light lenses are offered as clear parts too. For those who prefer to paint their vision blocks, a solid green plastic cupola is also supplied.

Tracks are T48 Rubber Chevron. As is the usual practice from Tasca, these are supplied in four flexible lengths. Two of the brown vinyl lengths make up each side of the track runs.

The M2 .50 cal machine gun has been seen in earlier releases. This is a little gem. Jerry cans are supplied too.

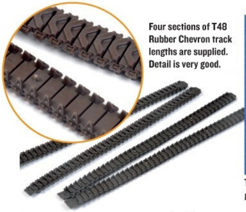
The modest photo-etched fret includes brush guards for the lights and periscopes.

Three marking options are provided for U.S. Army vehicles in northwest Europe 1944-1945. These include one distressed option with partially overpainted stars. The printed effect looks great.

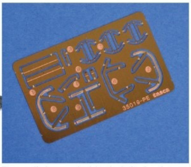
This new 1:35 scale U.S. Medium Tank M4A3(76)W is presented to the same high standard as Tasca's earlier Sherman variants. The bulk of the sprues are all-new mouldings, but I have no doubt that this kit will be just as nice to build as Tasca's previous releases.

Now, how about the other late-war U.S. variants such as the Easy Eight and the Jumbo? ■

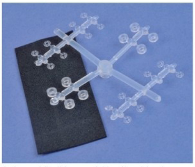
Thanks to Tasca for the sample
www.tasca-modellismo.com



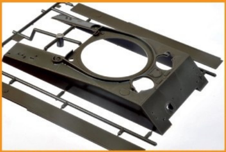
Four sections of T48 Rubber Chevron track lengths are supplied. Detail is very good.



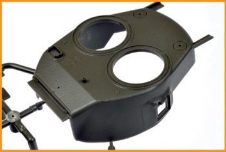
The small photo-etched fret includes brush guards for the lights and a few other details.



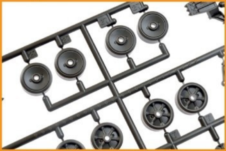
A sheet of flexible material is offered for the workable suspension. Clear poly caps secure the drive sprockets and idler wheels.



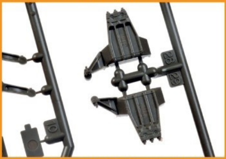
An all-new upper hull has been provided in this kit.



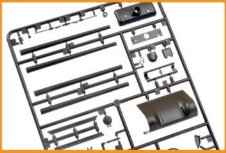
The two-piece T23 turret is another new moulding.



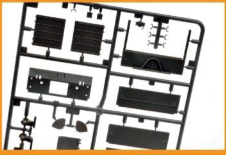
Two styles of wheels are supplied, including stamped solid spoke and a brand new set of plain dished wheels.



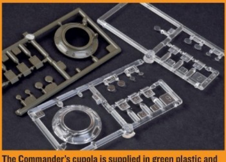
The suspension features late-style upswept return roller arms.



Two styles of 76mm barrel are included in this kit.



The characteristic rear deck of the M4A3 Sherman.



The Commander's cupola is supplied in green plastic and clear. The latter option will suit modellers who want to mask the clear vision blocks for maximum realism.

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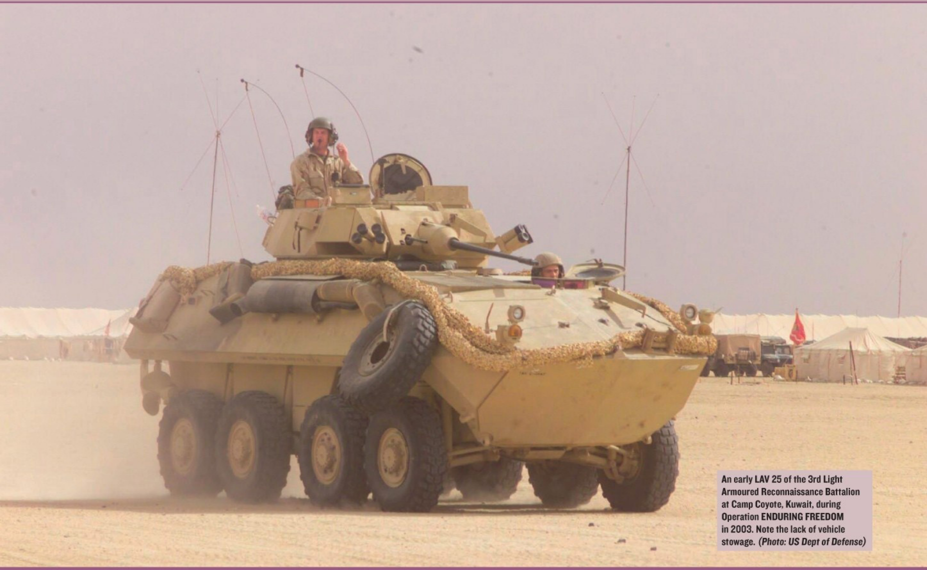
* Source – Wikepedia en.wikipedia.org/wiki/M4_Sherman



An early LAV 25 of the 3rd Light Armoured Reconnaissance Battalion at Camp Coyote, Kuwait, during Operation ENDURING FREEDOM in 2003. Note the lack of vehicle stowage. *(Photo: US Dept of Defense)*

THE LAV FAMILY
PART ONE – THE US MARINE CORPS

Stuart Ransley examines the variants of the LAV family of Light Armoured Vehicles used by the US Marine Corps.

The Light Armoured Vehicle, better known simply as LAV, entered service with the US Marine Corps in 1983. It is produced by General Motors of Canada. At the time of its introduction by the USMC, the US Army was also interested in these vehicles however no orders were placed. The army ended up adopting the Stryker at a later date. The LAV is based on the Swiss MOWAG Piranha I. This vehicle has been exported to many other countries but we will only be looking at the variants used by the USMC. The LAV first saw combat during operations in Panama during 1989 and is currently being used in Iraq and Afghanistan.

DEVELOPMENT

The vehicle has been through many changes throughout its service life. The first of these upgrades began in the late 1990s and brought the LAV-25 up to the LAV-25A1 standard. The war in Iraq prompted a further round of improvements SLEP (Service Life Extension Program) upgrades to the LAV family to bring them up to the LAV-25A2 standard. The Program was divided into two phases.

Phase I

1. Increased external and internal ballistic armour. The new armour, which takes the form of bolt on plates which will provide all around protection against armour piercing projectiles up to 14.5mm calibre, for both the crew and passengers of the vehicle, along with anti-spall lining in the vehicle to further protect the crew. These upgrades will give the LAV the same protection as the US Army's Stryker.
2. An improved fire suppression system.
3. Upgraded vehicle suspension. to support the added weight of the new armour. This includes new struts/steering knuckles, torsion bars, shocks and mounts and drive shaft.

Phase II

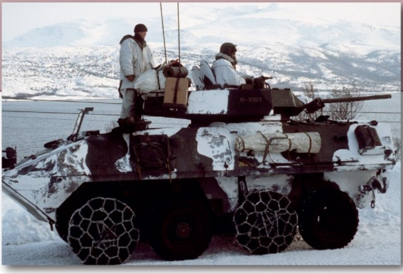
1. Replacing the turret hydraulics with an electric drive system.
2. The thermal sight replaced with an improved model incorporating a laser range finder.

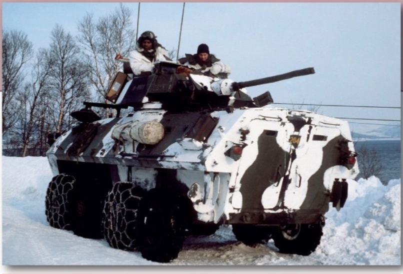
These upgrades resulted in the LAV family being brought up to the A2 standard (LAV 25A2) and are due to be the last upgrades as the vehicle is to be replaced after 2015.

DESCRIPTION

The LAV family is powered by a Detroit Diesel 6V53T turbocharged diesel engine, developing 275 hp, which gives land speeds of approximately 100 km/h (62.5 mph) in either 4 or 8-wheel drive, however fuel economy decreases in 8-wheel drive mode. The vehicle is equipped with a central tyre inflation system and run-flat tyres. A self-recovery winch is fitted as standard to all variants.

The LAV's are fully amphibious within three minutes with minimum of preparation and are capable of fording streams, rivers and inland waterways. The vehicle is air-


A LAV 25 in an unusual environment, snow. This LAV was taking part in Operation Cold Winter 87 in Norway. Note the way the white camouflage paint is wearing off in some sections. *(Photo: US Dept of Defense)*


A rear view of the same vehicle shown in photo 2. *(Photo: US Dept of Defense)*

transportable by C-130 Hercules or larger transport aircraft, and slung under a CH-53E helicopter for transport.

VARIANTS

LAV-25;
The LAV-25 is the baseline vehicle of the family and is fitted with a turret-mounted 25-mm cannon. The same weapon is used on the M2 Bradley IFV. 420 rounds of 25 mm ammunition, both M791 APDS-T(Armour Piercing Discarding Sabot-Tracer) and M792 HEI-T (High Explosive Incendiary-Tracer)is carried within the vehicle. The Secondary armament consists of a coaxial 7.62-mm machine gun and another 7.62-mm MG, mounted on top of the turret roof. There are also eight smoke grenade dischargers.

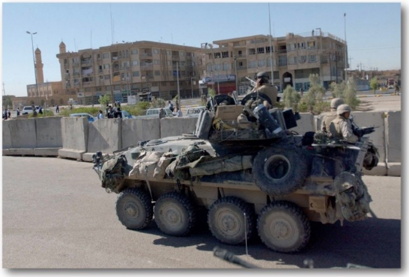
The vehicle has a crew of three and accommodates six Marines. Occupants enter and leave via the rear doors and/or roof hatch.

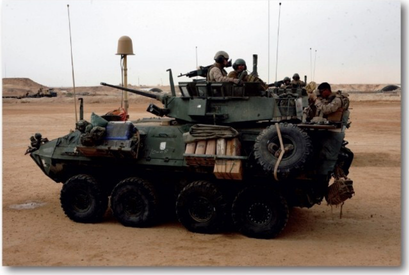
LAV-R recovery vehicle;
The LAV-R recovery vehicle is based on the LAV-25. The initial requirement was expected to be 46 of these vehicles. The vehicle has a raised roofline and is fitted with an extendable boom crane and recovery winch to recover damaged or disabled vehicles, specifically other LAVs. It is capable of up righting overturned vehicles and can also tow other LAVs with suspension and engine damage. The crane has a 256-degree traverse and has a 1,040 – 4,125 kg capacity (depending on the extension of the boom) and a radius from 1.4 to 4.7 m with overload protection. There are two outriggers and two stabilizers these are used to provide a more stable platform, when the crane is used. The recovery winch has a 13.6 t capacity. The LAV-R is armed only with a single pintle mounted M240 E1/G machine gun, and carries 1,000 rounds of 7.62 mm ammunition.

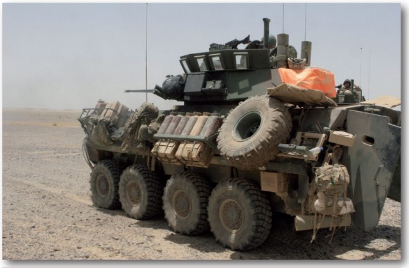
LAV-L supply carrier;
The LAV-L is modified for carrying cargo.

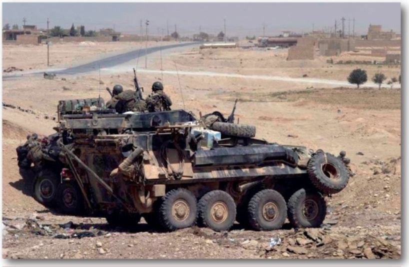
LAV-M 81-mm mortar carrier;
The LAV-M is an SP mortar carrier. It carries an M252 81mm mortar in the hull and is fitted with opening doors in the roof of the vehicle. The mortar has 360° traverse. The LAV-M is also armed with a pintle mounted M240E1 machine gun. 99 81mm mortar shells and 1,000 rounds of 7.62 mm ammunition are

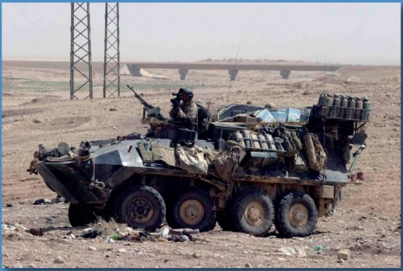
▶


A Light Armoured Vehicle crew from 2nd Light Armoured Reconnaissance Battalion stands sentry in a street in Fallujah. Note the extra stowage and the general condition of this vehicle from operating in a desert environment. *(USMC photo by Cpl. Shawn C. Rhodes)*

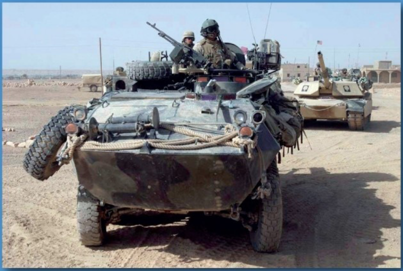

A LAV25A2 near the Al Asad Airbase, Iraq, Feb. 21, 2009. This vehicle is fitted with an armoured screen around the top of the turret similar to those fitted to the MIA2 TUSK. The dome on the mast is a device to disrupt signals used to detonate IEDs . Close examination of the hull and turret will reveal the add-on armour panels. *(U.S. Marine Corps photo by Lance Cpl. Ricky Robinson III)*


A LAV25A2 taken in the Helmand Province of Afghanistan, 2008, during Operation Enduring Freedom. Note the racking along the side of the vehicle and the armour around the top of the turret. *(U.S. Marine Corps photo by Cpl. Randall A. Clinton)*.

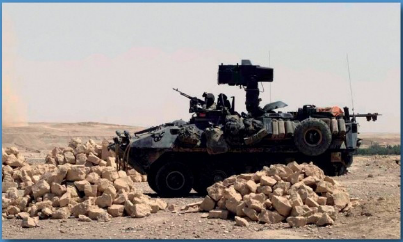

A well used LAV-R recovery vehicle in Karabilah, Iraq, June 18, 2005, during Operation Spear. This vehicle shows one of the SLEP upgrades in the form of the modified exhaust and muffler on the side of the vehicle. *(Photo U.S. Marine Corps photo by Lance Cpl. Shane S. Keller)*



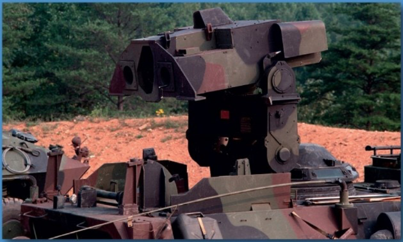
The left hand side view of the same vehicle as photo 7 note the amount of stowage on this vehicle including the different coloured jerry cans. *(Photo U.S. Marine Corps photo by Lance Cpl. Shane S. Keller)*



The front view of the same LAV-R as photo 7. *(Photo U.S. Marine Corps photo by Lance Cpl. Shane S. Keller)*



A LAV-AT in Karabilah Iraq 2005 during Operation Spear. (U.S. Marine Corps photo by Lance Cpl. Shane S. Keller)



A close up of the Emerson 901 turret of a LAV-AT. (Photo US Dept of Defense)

carried. There is a current proposal to upgrade the LAV-M by replacing the 81mm mortar with a 120mm mortar to give greater range.

LAV-C2 command vehicle;

The LAV-C2 command vehicle is a command post version of the LAV-25. This vehicle is an all-terrain, all-weather mobile command center and is fitted with communication stations that give a commander the capability to command, control and communicate the activities of his forces under full armour protection with the speed and mobility to keep up with the fast moving light armoured units. Another variant of the LAV-C2 is the LAV-C2 Fire Direction Centre. The main purpose of the FDC vehicle is to control and assign artillery fire missions. It provides firing data for up to eight mortars. It is also used to maintain digital or voice communications with all elements within its area of responsibility, forward observers, fire support teams and higher headquarters.

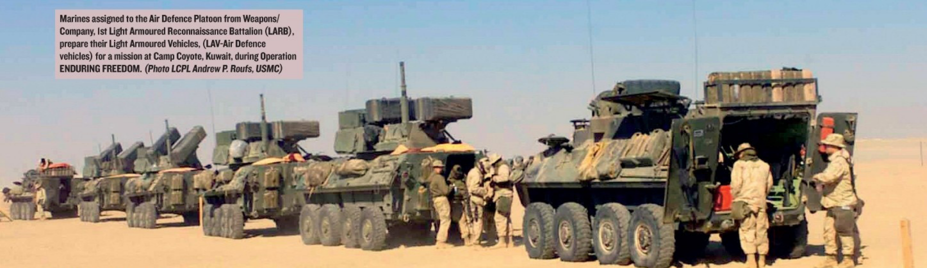
LAV-AT Anti-Tank Missile Carrier;

The LAV-AT anti-tank missile carrier is a mobile anti-armour system that is capable of defeating main battle tanks and fixed fortifications. The vehicle was originally fitted with the Emerson 901 (Hammerhead) weapon station, which fires TOW wire-guided, optically tracked anti-tank missiles. The same turret is used on the M901 anti-tank missile carrier.

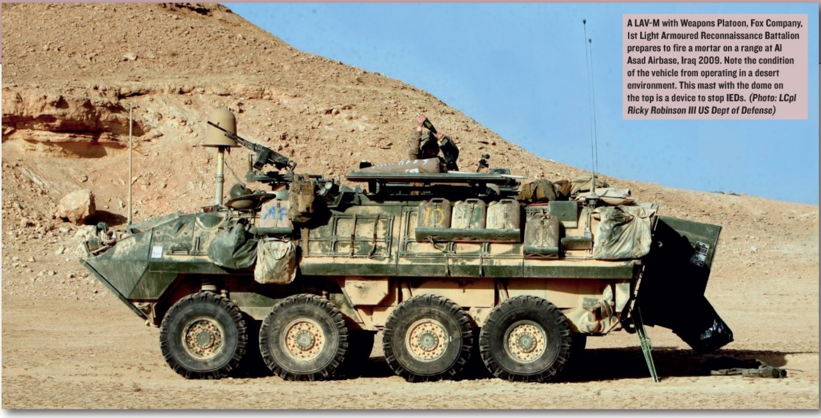
The turret is armed with a twin missile launcher and is mounted on a roof of the vehicle, above the third wheel. It carries two ready-to-launch missiles and has a traverse of 360 degrees. There are 14 reload missiles, stowed inside the hull. Missiles are reloaded manually under armour protection. The LAV-AT has been upgraded with the Emerson 901A1 turret system. This system uses the newer TOW II anti-tank missiles. Secondary armament consists of a pintle-mounted 7.62-mm machine gun with 1,000 rounds, which is used for self-defence.

LAV-MEWSS electronic warfare vehicle;

The LAV-MEWSS is an electronic warfare vehicle. Its capabilities are highly classified but are believed to include, data collection, locating and positioning of an enemy force and intercepting and jamming enemy communications. It is also believed to be capable of conducting electronic attacks

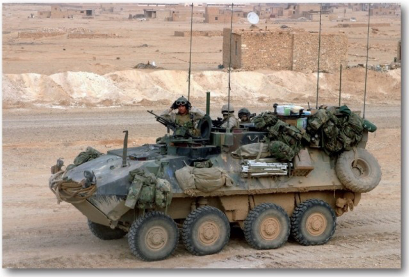


Marines assigned to the Air Defence Platoon from Weapons/ Company, 1st Light Armoured Reconnaissance Battalion (LARB), prepare their Light Armoured Vehicles, (LAV-Air Defence vehicles) for a mission at Camp Coyote, Kuwait, during Operation ENDURING FREEDOM. *(Photo LCPL Andrew P. Roufs, USMC)*



A LAV-M with Weapons Platoon, Fox Company, 1st Light Armoured Reconnaissance Battalion prepares to fire a mortar on a range at Al Asad Airbase, Iraq 2009. Note the condition of the vehicle from operating in a desert environment. This mast with the dome on the top is a device to stop IEDs. *(Photo: LCpl Ricky Robinson III US Dept of Defense)*

A close up of the left side of the vehicle shown in photo 13. *(Photo: LCpl Ricky Robinson III US Dept of Defense)*



A LAV-C2 in Iraq 2005. Note the raised roof and the number of aerials. *(U.S. Marine Corps photo by Gunnery Sgt. Kevin W. Williams)*

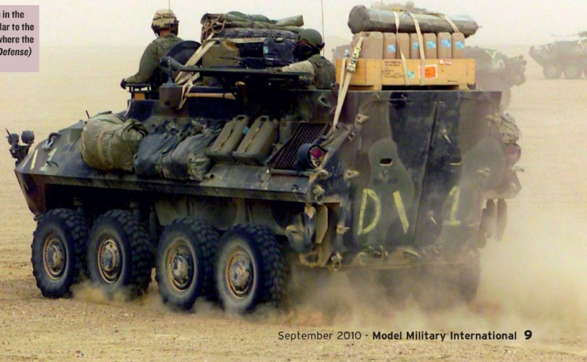
against selected targets and as such might be operated in a forward area of operations. The LAV-MEWSS uses the same subsystems as the US Army's mobile electronic warfare assets. This vehicle has a crew of five, including commander, supervisor, two electronic system operators and driver.

LAV-AD Air Defence Vehicle,

The Light Armoured Vehicle - Air Defence (LAV-AD) is a hybrid gun/missile air defence system based on the LAV. It is fitted with a Blaser turret mounting a 25 mm GAU-12 Equalizer Gatling cannon, and two missile pods each containing four FIM-92 Stinger SAM (Surface-To-Air Missiles). It carries 990 rounds of 25 mm ammunition, and 16 FIM-92 Stinger missiles. It combines a high rate of fire Gatling gun and the short range, infrared Stinger fire-and-forget missile system.

The main purpose of the LAV-AD is to provide air defence with a secondary role to defend against ground threats.

The LAV family of vehicles has been highly successful and has been exported to many countries around the world. ■



A rear view of a LAV-L logistics vehicle in the desert in Iraq. This vehicle is very similar to the LAV-C2. The LAV-L has only 2 aerials where the C2 has 4 or more. *(Photo: US Dept of Defense)*

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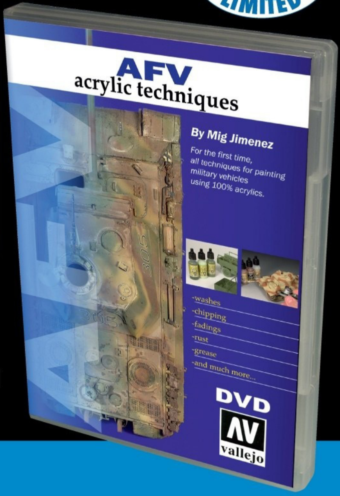
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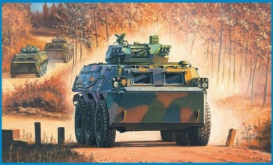

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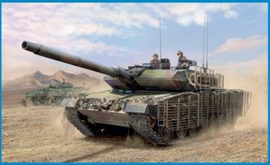

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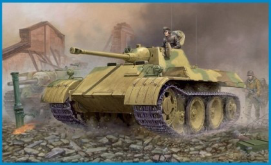

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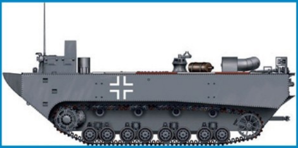
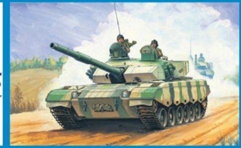


HBB82461 1:35 German Land-Wasser-Schlepper II-Prototype



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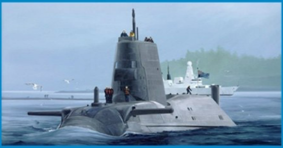

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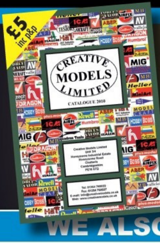
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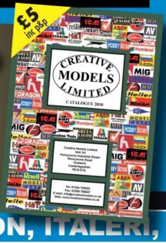
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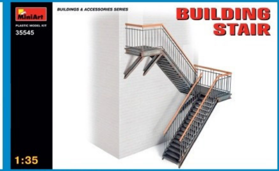
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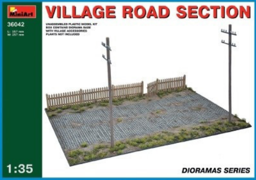
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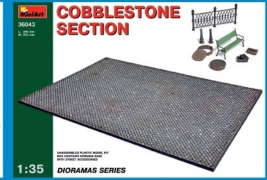
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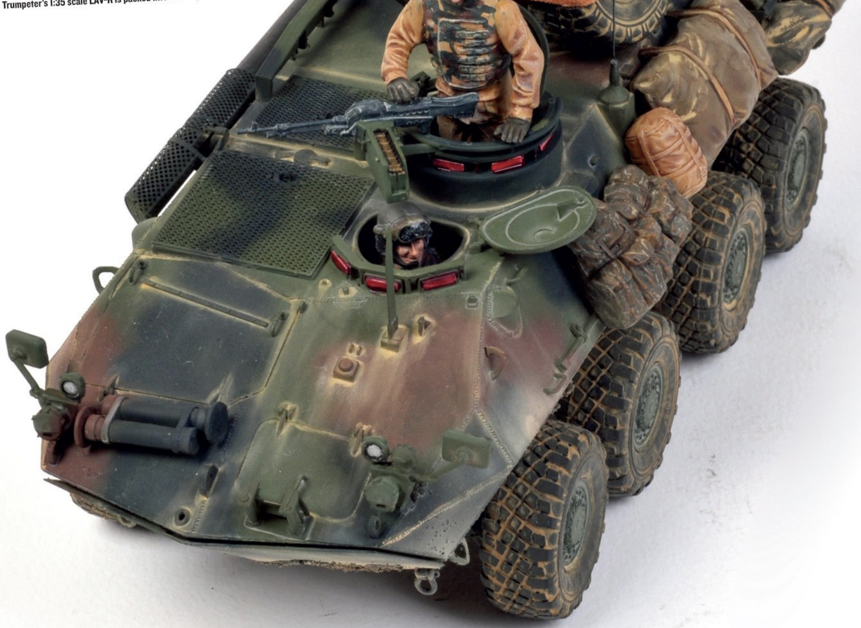
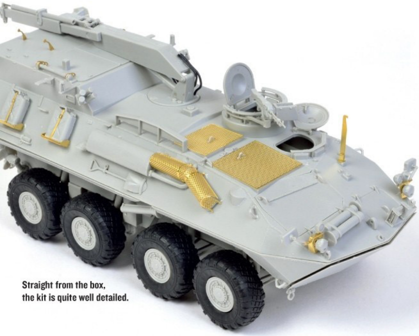
DESERT RECOVERY

Andrew Judson finds that Trumpeter's 1:35 scale LAV-R Recovery Vehicle is a straightforward project.

1/35 scale
USMC LAV-R Light Armored Vehicle Recovery
TRUMPETER

Trumpeter's 1:35 scale LAV-R is packed into a sturdy cardboard box.





Straight from the box, the kit is quite well detailed.

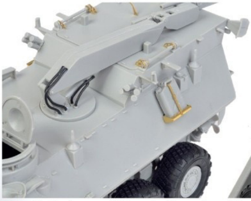
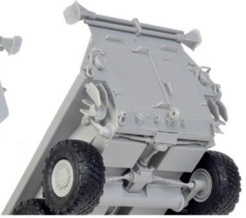
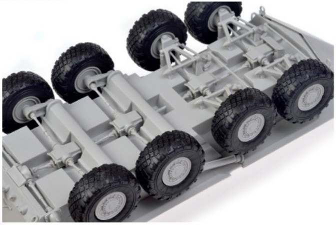


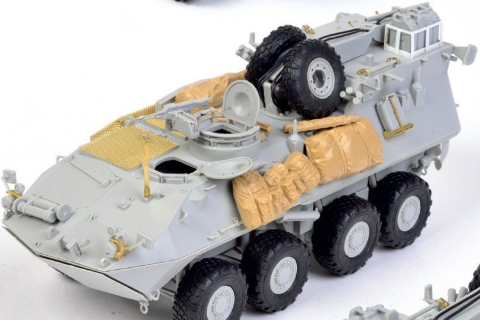
Photo-etched parts are supplied for racks, straps and hinges; while vinyl hoses are offered for the jib.



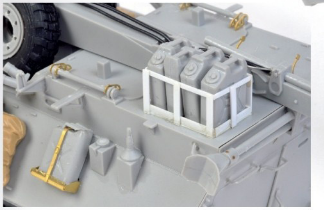
Underside and rear panel detail is adequate.



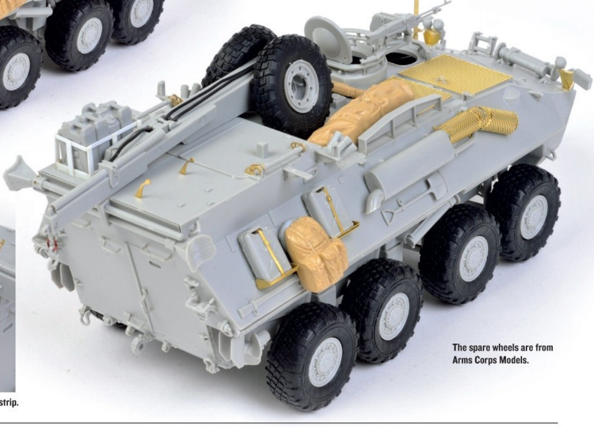
All the essential suspension components are present on the kit.



The packs were sourced from Tamiya's Modern Military Equipment set no. 35266



The jerry can rack on the top rear deck was made from the Evergreen plastic strip.



The spare wheels are from Arms Corps Models.

The Light Armoured Vehicle family of eight-wheeled vehicles stems from a series of designs by MOWAG and covers a variety of different types such as the LAV-25, LAV- Mortar, LAV- Logistics, BISON APC, LAV–Command, LAV-Anti Tank (TOW), LAV- Air Defense, LAV Surveillance, Ambulance and many others. These could be considered LAV II variants and most are manufactured by GM Canada. The design was adopted by the USMC , Canada, Australia (ASLAV) and Saudi Arabia. The design was further evolved into the larger LAV-III and US Stryker AIFV.

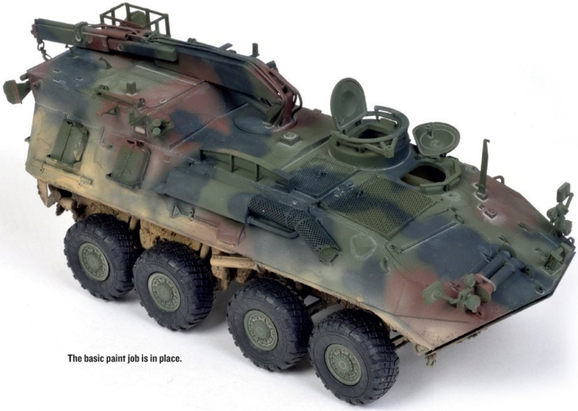
The LAV-R is a combat support variant designed to recover disabled vehicles and to perform limited repairs up to power pack exchange. It is fitted with a HIAB crane for MUA (Main Unit Assembly i.e. Power Packs) lift and an internal Straight Pull Winch contained internally. The vehicle's attributes include 8x8 all terrain capability, amphibious and air portability (C130, C17 and even the by USMC Sea Stallion Helos -underslung).

TRUMPETER'S LAV-R IN THE BOX

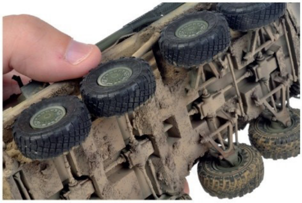
Trumpeter's 1:35 scale LAV-R Light Armoured Vehicle Recovery (USMC), kit no. 00370, comes well packaged in a sturdy box with the one piece upper and lower hulls and detail parts enclosed in their own divider and the rest of the parts wrapped in the usual plastic bag with the Instruction booklet and coloured Painting & markings Guide. The kit is based on the earlier LAV 25 and shares a lot of common parts in the lower hull but has a different single piece lower to allow for the stabilisers.

Trumpeter has the build broken down into 15 Stages with 1-6 having you assemble the lower hull. Steps 7-12 have you assemble the upper hull with Stage 13 being the rear ramp. Stage 14 & 15 has you put together the Hull lower, Upper and rear ramp. When I build this I will ignore that and put the Hulls together with the rear ramp before adding all the finer detail parts.

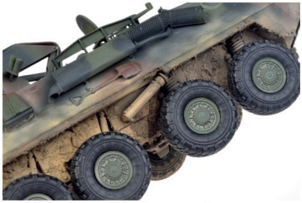
The kit parts are flash free and quite crisp with most ejector pin circles located where they will be out of sight on the completed model. Weld seams are extremely ▶



The basic paint job is in place.



The bottom of the model was dirtied-up before weathering was applied elsewhere.



Tamiya's new Diorama Texture Paint-Grit Effect, Light Sand, provided the texture on the lower hull.

well done and realistic as are the moulded vision blocks.

Whilst the majority of detail is fine and well done I was a little disappointed by the MAG58/M240/L7/GPMG machine gun (call it what you will). It is not up to the fine standards of the rest of the kit and is moulded into its cradle. It is adequate but won't set the modelling world on fire (I guess I'm spoiled after some of the latest releases). The rest of the hatches, smoke dischargers etc. are fine.

The external jerry cans are very well done and have photo-etched racks and straps along with separate handles. These are about the only external stowage included.

The crane details are good and they have included fine tubing to replicate the external hydraulic hoses. A fine axle/rod in polished metal is included as the outer jib hydraulic piston instead of the usual plastic piece for these. This should look a lot better than painted plastic. The crane is semi workable/positional as either retracted or extended. Small wire is included to attach the shackles but needs to be bent to shape. This will require patience and fine nose pliers or tweezers.

Photo-etched parts are included for engine deck screen, exhaust screens, cable cutters, stowage straps & mounts, hatch hinges and as optional replacement guards for plastic pieces. The etch detail is very well done and easy to work with. The idea of the optional photo-etch or plastic has a lot of merit but this does not apply to all parts such as the upper hull hatch hinges.

The vinyl tyres are beautifully done and have the characteristic run flat ribbing and what appears to be the correct tread pattern. The only thing missing is the manufacturer's name and model number. The wheel hubs are superbly moulded.

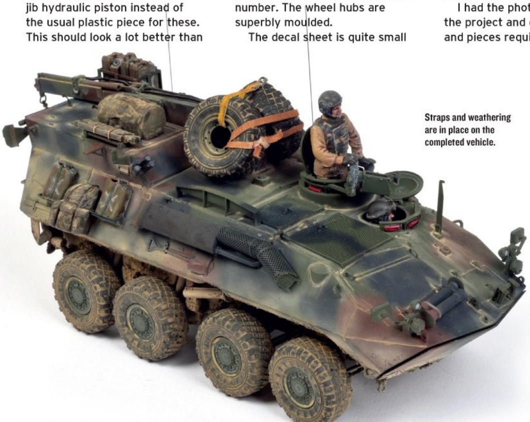
The decal sheet is quite small with a lot of minute stencil information and offers only 1 option, a NATO style three colour scheme with no unit markings. A close look at some of the stencilling reveals some strange spellings such as Towzing Poznt (Towing point) etc.

A SIMPLE BUILD

After building the excellent HobbyBoss AAVR-7A1 Recovery Vehicle earlier this year, I still had the urge to do another recovery vehicle. My choice this time was Trumpeter's 1:35 scale LAV-R. I wanted to do this as a vehicle serving in Iraq, so out came my reference books. I found a picture in Concord's book, "LAV & Piranha, The Extended Family", no. 7521, page 26 top. This picture really inspired me with the clutter and weathering options.

I had the photo. Now to begin the project and get out all the bits and pieces required to replicate it. The components were the Trumpeter's 1:35 scale LAV-R kit, Tamiya's great Modern Military Equipment set no. 35266, some Evergreen plastic strip, a pair of Arms Corps Models spare wheels with tyres. Yes, I know they are Australian pattern hubs, but that's all I had and the thought was that with all the other clutter, this would not be to obvious. Also used were two fine lengths of Accurate Armour carbon rod and finally two spare Trumpeter crewman from out of one of the Stryker kits.

Building this kit is a straightforward affair. Trumpeter's LAV kits are not excessively detailed, but all the essentials are there. I built mine straight from the box only adding the jerry can rack on the top rear deck, made from the Evergreen plastic strip. The kit was completely assembled, only leaving off the tyres, and then began my favourite part, painting.



Straps and weathering are in place on the completed vehicle.

FISH OUT OF WATER

Despite their desert deployment, many LAVs are still finished in the NATO-style three-colour camouflage colours. Such was the case with my example.

To start, I sprayed the base colour, Tamiya Nato Green XF-67, followed by the two camouflage colours, Nato Brown XF-68 and Nato Black XF-69. For the underside and around the suspension areas, I applied a random coating of Tamiya's recently new product, Diorama Texture Paint-Grit Effect, Light Sand. When dry, it delivers a very convincing effect of built up dirt and sand.

Once all was dry I then began the weathering process, using the range of Mig Pigments, filters and washes. To start,I applied a filter of Grey for Dark Yellow, and then over that Tan for Tritonal. These gave me a good overall base to further work with. I then began to apply the pigments, first mixing Gulf War Sand with distilled water into a paste and then with a fine brush apply the mix onto the desired areas, such as around rivets, panel lines, any area where dust and grime would build up on the real thing. Once dry, the effect is way over the top, but with a small dry flat brush, you carefully remove the excess brushing it in the direction it would naturally run off. Then using the same mix I painted it up the sides and into the wheels and then used the same technique to remove the excess only this time flicking the brush around in various directions to try to simulate the effect of swirling dust. Overall I was happy with the ▶

The wheels and tyres were next to receive the weathering treatment.

The busy stowage adds character to the completed model.

The ratchet handle on the yellow strap was scratch made from spare etch and plastic rod.

Some care is required for any eight-wheeled vehicle during construction to keep all the tyres on the ground!

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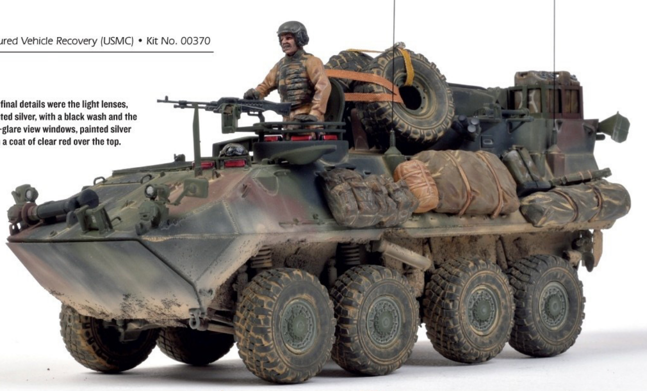


The final details were the light lenses, painted silver, with a black wash and the anti-glare view windows, painted silver with a coat of clear red over the top.

◀ end result.

Now for the underside. First I applied Mig's Red Brown wash, and over this while still wet a dry mix of Gulf War Sand pigment. When dry, the excess was removed showing areas with built up sand and areas with a light dusty coating.

Now that all the main weathering was completed, I began to paint in some further details like the jerry cans, giving them slightly different tones of the same colour, tools etc. I also painted up the exhaust, muffler with Mig Black Smoke as a wet mix and left to air dry, not removing anything, and then on the outlet a slight touch of Mig Light Rust.

Lastly on the vehicle itself, I painted up all the extra bits and pieces like the spare wheels, packs and miscellany using the Gulf War pigment to dirty them up and blend everything together.

The straps binding the two spares together were made out of adhesive medical tape and then painted up to appropriate colours. The ratchet handle on the yellow strap was scratch made from spare etch and plastic rod. The final details were the light lenses, painted silver, with a black wash and the anti-glare view windows, painted silver with a coat of clear red over the top.

The figures are Trumpeter from one of the Stryker kits. These were slightly modified to fit in. The driver is only the head and shoulders mounted on a length of sprue cut to size and the Commander's arms were modified so as to fit the hatch and lean on the GPMG. Both were painted in a mixture of Tamiya and Citadel Acrylic paints. I feel that the figures add a little more life to the vehicle.

The figures are Trumpeter from one of the Stryker kits.

The straps binding the two spares together were made out of adhesive medical tape and then painted up to appropriate colours.

CONCLUSION

Trumpeter's 1:35 scale LAV-R is a great kit that has high levels of detail but does not need a team of watchmakers to assemble the finer details. It builds up into a superb replica of the real vehicle.

Thank you to Trumpeter for tackling the rarer subjects such as this one.

This project was a lot of fun to build and paint, and I am quite happy with the end result, learning some new methods along the way. ■

Modelspec

Trumpeter LAV-R Light Armoured Vehicle Recovery (USMC) **Kit No. 00370**

Accessories

Tamiya Modern Military Equipment set No. 35266, Evergreen plastic strip, Accurate Armour carbon rod, A pair of Arms Corps Models spare wheels with tyres.

Paints and Finishing Products

Tamiya Acrylic
XF-1 Flat Black; XF-2 Flat White; XF-24 Dark Grey; XF-64 Red Brown; XF-67 NATO Green; XF-68 NATO Brown; XF-69 NATO Black; XF-71 Cockpit Green.
Tamiya Diorama Texture Paint - Grit Effect, Light Sand.
Mig Productions Pigments Gulf War Sand.
Mig Productions Wash Red Brown.
Mig Productions Filters Grey for Dark Yellow; Tan for Tritonal

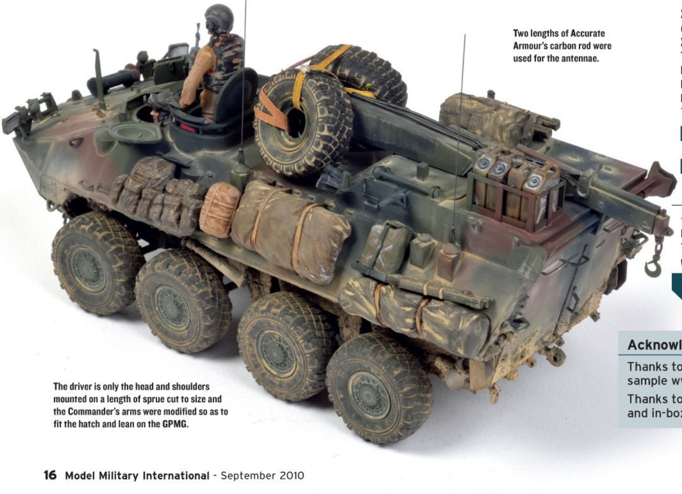
✓ Good level of detail easy to build; interesting subject matter; good quality moulding.

✗ MAG58 machine gun not quite up to the standard of the rest of the kit; some peculiar stencil wording.

Available from

Distributed in the UK by Pocketbond.
Thanks to J.B. Wholesalers for the sample
www.jbwholesalers.com.au

Rating ●●●●●●●●◐○



Two lengths of Accurate Armour's carbon rod were used for the antennae.

The driver is only the head and shoulders mounted on a length of sprue cut to size and the Commander's arms were modified so as to fit the hatch and lean on the GPMG.

Acknowledgements:

Thanks to J.B. Wholesalers for the sample www.jbwholesalers.com.au

Thanks to Al Bowie for the background and in-box summary text.

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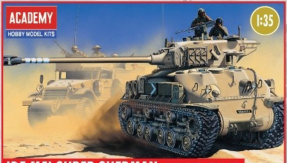
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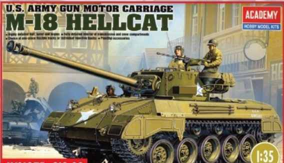
1:35
IDF M51 SUPER SHERMAN AY01373 £18.99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M-18 HELLCAT
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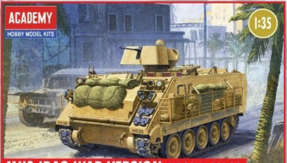
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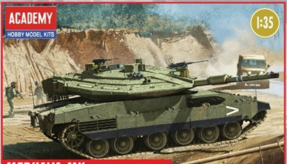
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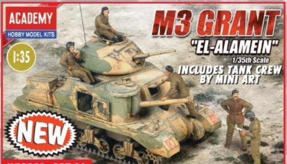
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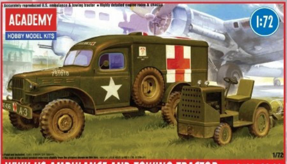
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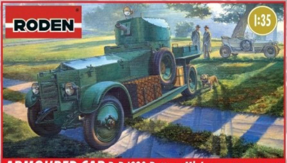

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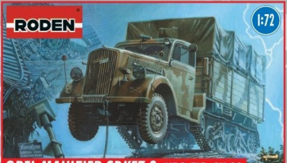

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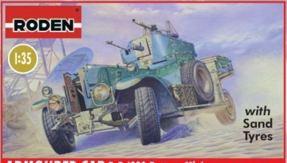
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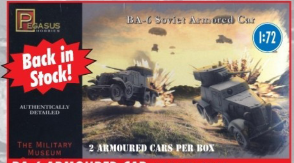
1:35
with Sand Tyres
ARMOURED CAR R-R 1920 Pattern Mk I URO 802 £29.99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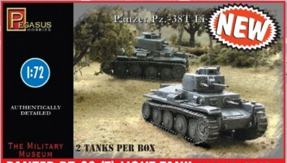
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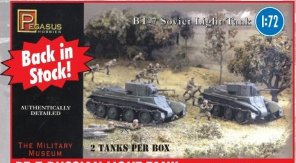
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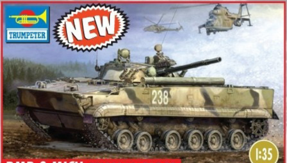
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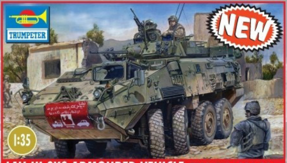
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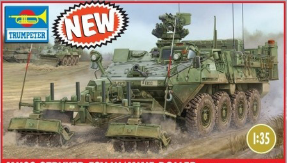
TRUMPETER
NEW
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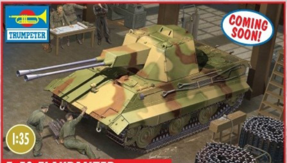
M1132 STRYKER ESV W/MINE ROLLER TM01574 £26.99


TRUMPETER
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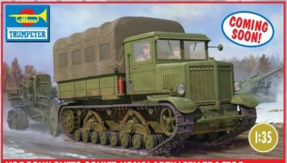
E-50 FLAKPANZER TM01537


TRUMPETER
COMING SOON!
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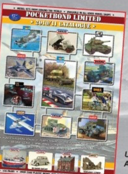
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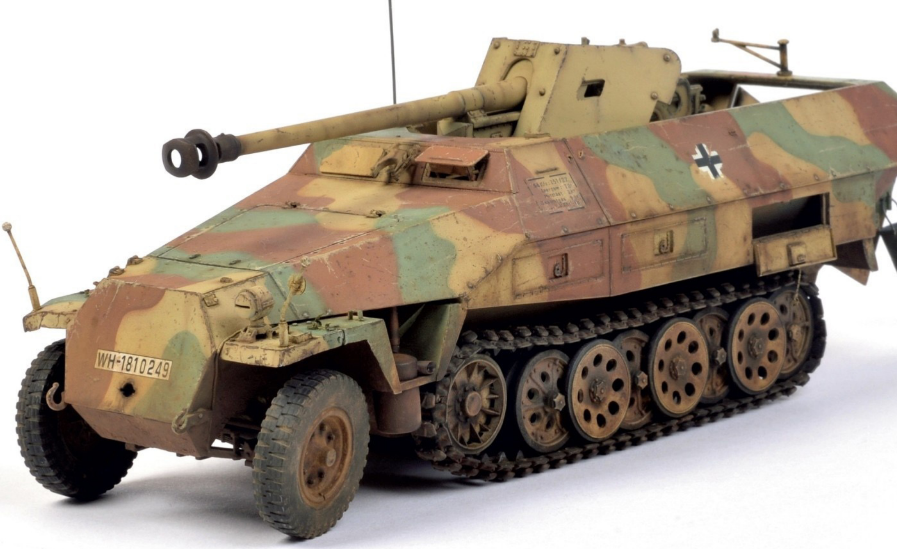
PAKWAGEN ON THE PROWL

Chris Wauchop builds and details Dragon's 1:35 scale Sd.Kfz.251/22 Ausf. D Pakwagen.



The Sd.Kfz. 251 (Sonderkraftfahrzeug 251) half-track was a German armoured fighting vehicle designed and first built by the Hanomag company during World War II. The largest, most common, and best armoured of Germany's wartime half-tracks, the Sd.Kfz. 251 was designed to transport Panzergrenadiers of the German mechanized infantry corps into battle. Widely known simply as "Hanomags" by both German and Allied forces, they were widely produced throughout the war, with over 15,252 vehicles and variants produced in total by various manufacturers.

There were four main models (Ausf. A through Ausf. D), which formed the basis for at least 22 variants. The initial idea was for a vehicle that could be used to transport a single squad of Panzergrenadiers to the battlefield protected from enemy small arms fire, and with some protection from artillery fire. In addition, the standard mounting of at least one MG 34 or MG 42 machine gun allowed the vehicle to provide support by fire for the infantry squad once they had disembarked in battle.

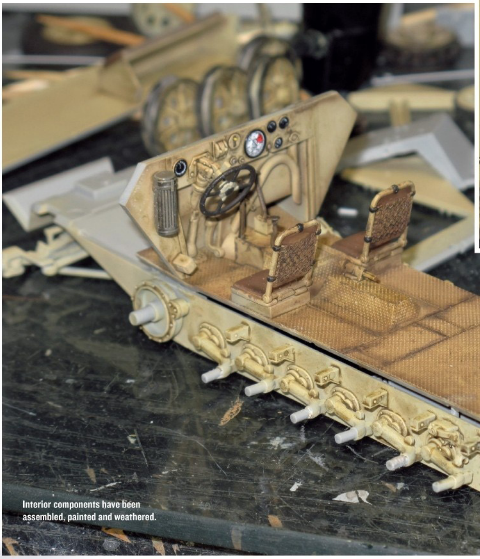
Positive aspects of the open top included greater situational awareness and faster egress by the infantry, as well as the ability to throw grenades and fire over the top of the fighting compartment as necessary while remaining under good horizontal cover. Downsides to the open top were a major vulnerability to all types of plunging fire. This included indirect fire from mortars and field artillery as well as depressed-trajectory small arms fire from higher elevated positions, lobbed hand grenades, and strafing by Allied aircraft.

The first two models were produced in small numbers. The A and B model may be identified by the structure of the nose armour which comprises two trapezoids. The lower trapezoid has a cooling hatch. The C and D models had a single hexagonal front armour panel. Ausf. A through C had rear doors of the vehicle bulging out. The C variant had a larger production run, but was a quite complex vehicle to build, involving many angled plates that gave reasonable protection from small arms fire. From early 1943, the Ausf. D variant was developed with a purpose of reducing the number of angled body plates down to 50%, simplifying the design and thus speeding up the production. Ausf. D can be easily recognized by its single piece sloping rear (with flat doors).

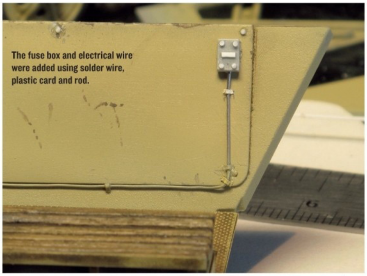
The standard personnel carrier version was equipped with a 7.92 mm MG 34 or MG 42 machine gun mounted at the front of the open compartment, above and behind the driver. A second machine gun could be mounted at the rear on an anti-aircraft mount.

Variants were produced for specialized purposes, including with anti-aircraft guns, light howitzers, anti-tank guns and mortars or even large unguided artillery rockets, as well as a version with an infra-red search light used to spot potential targets for associated Panther tanks equipped with infrared detectors.

Another good design feature of the Sd.Kfz. 251 was the large track area, with the characteristic "slack



Interior components have been assembled, painted and weathered.



The fuse box and electrical wire were added using solder wire, plastic card and rod.

track" design with no return rollers for the upper run of track, and overlapping and interleaved main road wheels common to virtually all German halftracks of the period. This lowered ground pressure and provided better traction, giving the Sd.Kfz. 251 better cross-country performance than most other nations' half-tracked vehicles.

The early production models of this vehicle were issued to the 1st Panzer Division in 1939.

These vehicles were meant to enable Panzergrenadiers to accompany Panzers and provide infantry support as required. In practice, there were never enough of them to go around, and many Panzergrenadier units had to make do with trucks for transport.

Many variants were produced. The subject of this article, the Sd.Kfz. 251/22 - 7.5 cm PaK 40 L/46 auf Mittlerem SchützenPanzerwagen was fitted with a 75 mm PaK 40 anti-tank gun.

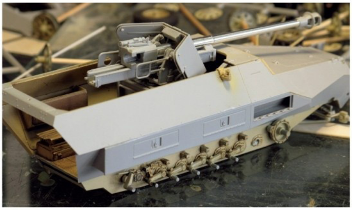
Background information courtesy of Wikipedia http://en.wikipedia.org/wiki/Sd.Kfz._251

BUILDING THE PAKWAGEN

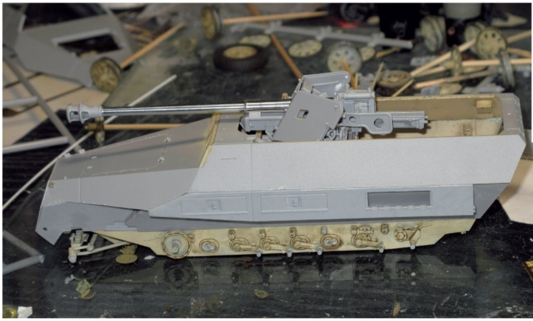
Dragon's 1:35 scale Sd.Kfz. 251/22 Ausf.D 'Pakwagen' is a classic case of a great subject with not-so-great instructions. The kit is well detailed, but the photo-etched parts went unused except for the centre gunshield and seat springs, which are very nice but almost completely hidden once installed. The kit-supplied turned brass width feelers, aluminium gun barrel and self-adhesive chrome mirror lenses are all very good.

The lack of precise location points for the main body parts made construction a bit of a time-consuming guessing game. The instructions did not help much in this regard either.

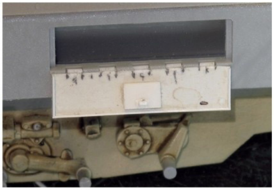
Quite a few additions were made. ▶



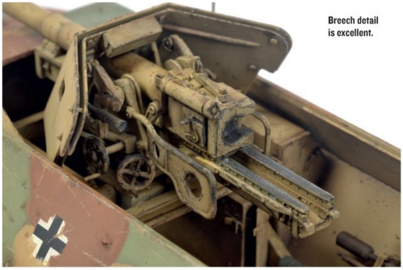
Fit of the main body parts was difficult.



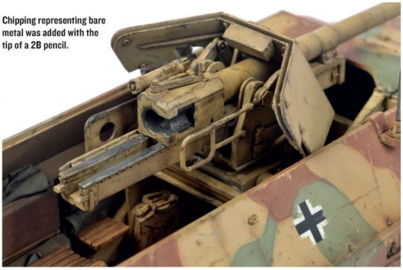
The kit's aluminium gun barrel is very impressive.



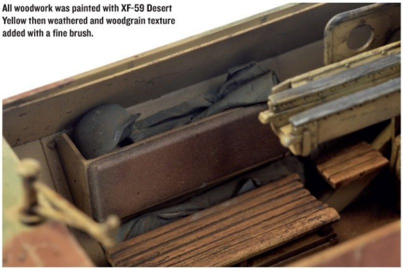
A new side stowage bin door was made from thin plastic card to replace the thick kit part.



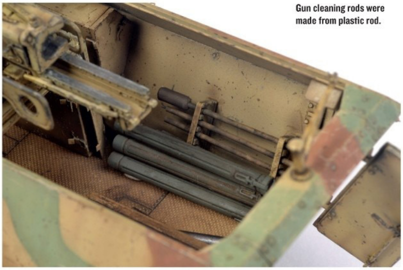
Breech detail is excellent.



Chipping representing bare metal was added with the tip of a 2B pencil.



All woodwork was painted with XF-59 Desert Yellow then weathered and woodgrain texture added with a fine brush.



Gun cleaning rods were made from plastic rod.

Internal additions include:

- Locks and hinges from photo-etched spares on ammunition lockers.
- Armour on the inside of upper fighting compartment made from plastic card.
- Electrical wiring and 'fuse box' (?) using solder wire, plastic card and rod.
- Gun cleaning rods made from plastic rod.
- Handles on the end-caps of individual ammo cases replaced with solder wire.

External additions include:

- A new radio antenna and mount made from plastic card and brass wire.
- Bracket on rear machine gun mount added using photo-etched spares.
- Loops for camouflage attachment added using photo-etched spares.
- Tool mounting brackets and clasps on the front fenders using photo-etched spares.

All edges on fenders and mudguards were thinned to scale using a motor tool. Electric cable to headlight was added using solder wire. The opening for the starter crank was drilled out, as was exhaust pipe opening. A new side stowage bin door was made from thin plastic card to replace the thick kit part. A photo-etched chain and padlock were added to this part. A safety chain and attachment rings were added to the towbar locking pin.

The kit's front vision port covers were replaced with flat ones cut from plastic card. The cover on the radio operator's side, in reality, was welded shut. Lastly, a bucket (from the spares box) was hung from the rear door handle.

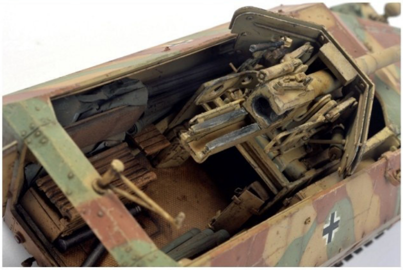
Except for the driver, the kit crew figures were not really applicable to this configuration of the vehicle. In the end, the driver was not used anyway.

PAINTING AND WEATHERING

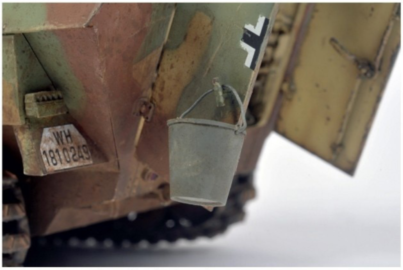
The half-track was painted using my long-serving Testor Aztek A470 airbrush.

The model was given an overall

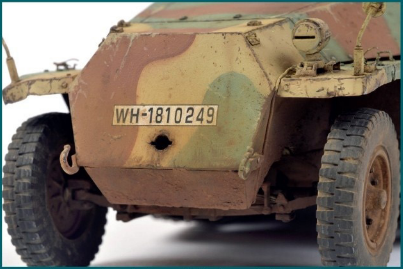
> **"Dragon's 1:35 scale Sd.Kfz. 251/22 Ausf.D 'Pakwagen' is a classic case of a great subject with not-so-great instructions"**



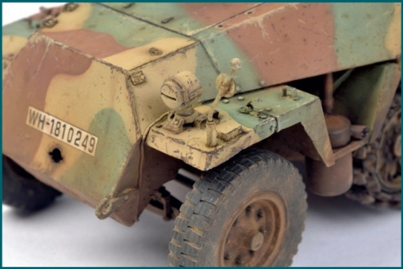
A second machine gun could be mounted at the rear on an anti-aircraft mount.



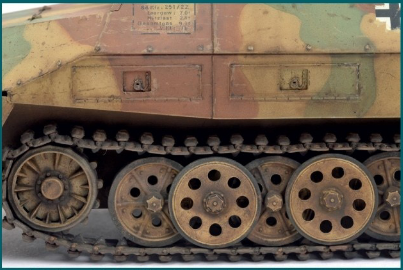
A bucket from the spares box was hung from the rear door.



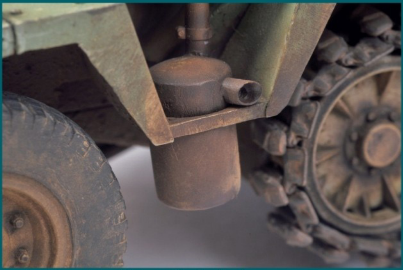
Dust and mud was a mix of several earthy pastel chalk colours applied both wet and dry.



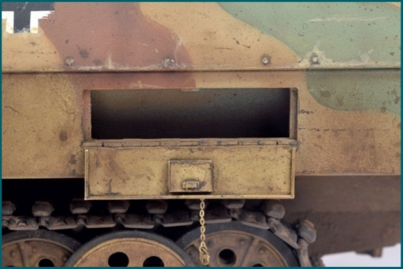
Detail was added to the front fender.



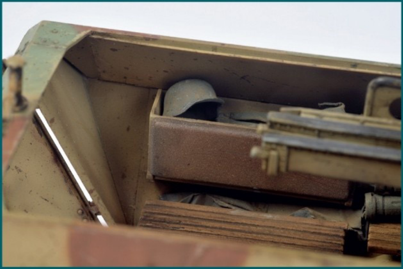
A good design feature of the Sd.Kfz. 251 was the large track area, with the characteristic "slack track" design with no return rollers for the upper run of track.



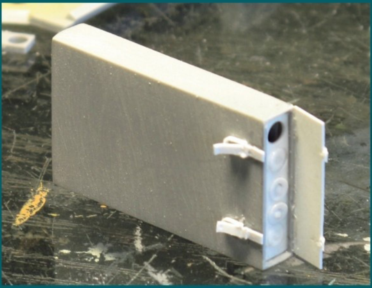
The exhaust pipe opening was drilled out and the edges thinned.



A photo-etched chain and padlock were added to the scratch-built stowage door.



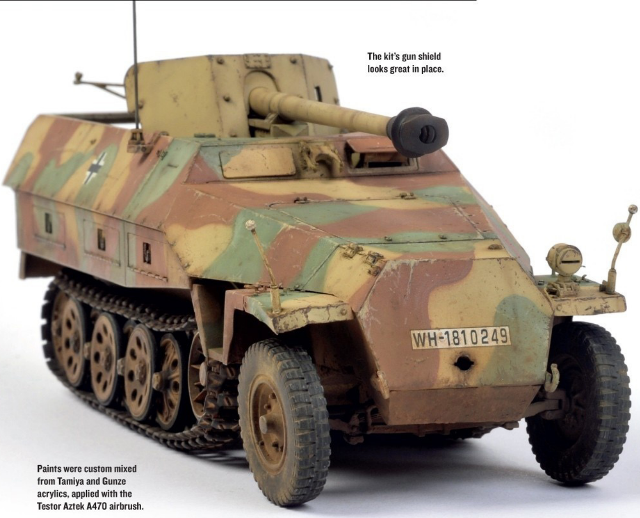
Stowage was added to the internal boxes, including a helmet with a thinned rim.



Ammo boxes were treated to some extra detail.

Patr 7.5cmKwK40

Am ammunition box with decal label in place.



The kit's gun shield looks great in place.

Paints were custom mixed from Tamiya and Gunze acrylics, applied with the Testor Aztek A470 airbrush.

Modelspec

Dragon 1:35 scale Sd.Kfz.251/22 Ausf. D Pakwagen
Kit No. 6248

Materials

Evergreen rod, tube and card of various sizes, brass rod, fine solder wire, lead foil and lots of photo-etched bits and pieces from the spares drawer.

Paints used

Tamiya acrylic XF-1 Flat Black, XF-2 Flat White, XF-60 Dark Yellow, XF-64 Red-Brown, XF-59 Desert Yellow and Gunze Sangyo H 422 Light Green, oil wash of Raw Sienna and Lamp Black.

Reference

- 'Les semi-chenilles MittlererPanzerkraftwagen Sd.Kfz. 251' by Loic Charpentier. Published by Editions du Barbotin
- 'The Nordic Edge Model Gallery' published by Canfora Grafisk Form and Forlag
- 'Sd.Kfz. 251 SchutzenPanzerwagen' published by Ryton.
- www.pietvanhees.nl/251/251-22.htm

✓ Great subject.

✗ Poor fit in places; unclear instructions.

Available from

Dragon kits are distributed in the UK by
The Hobby Company Limited - www.hobbyco.net

Rating ●●●●●●●●○○

◀ coat of Dark Yellow, which was a 50/50 mix of Tamiya XF-2 Flat White and XF-60 Dark Yellow. Following this base coat, the outline of the disruptive camouflage pattern was lightly pencilled on. These lines were then over painted with the appropriate camouflage colours using a fine sable brush. The Red Brown and Green colours were, again, custom mixes. The Red Brown was 75% Tamiya XF-64 red Brown and 25% XF-60 Dark Yellow. The green is 75% Gunze Sangyo H 422 RLM82 (83) Light Green and 25% Tamiya XF-60 Dark Yellow.

The outlines were then carefully filled in with the airbrush. All woodwork was painted with XF-59 Desert Yellow. Tracks were sprayed with a 50/50 mix of XF-64 Red Brown and XF-1 Flat Black. They were then brushed with a very watery wash of XF-59 Desert Yellow. Decals were then applied using Gunze Sangyo Mr Mark Softer and Mr Mark Setter.

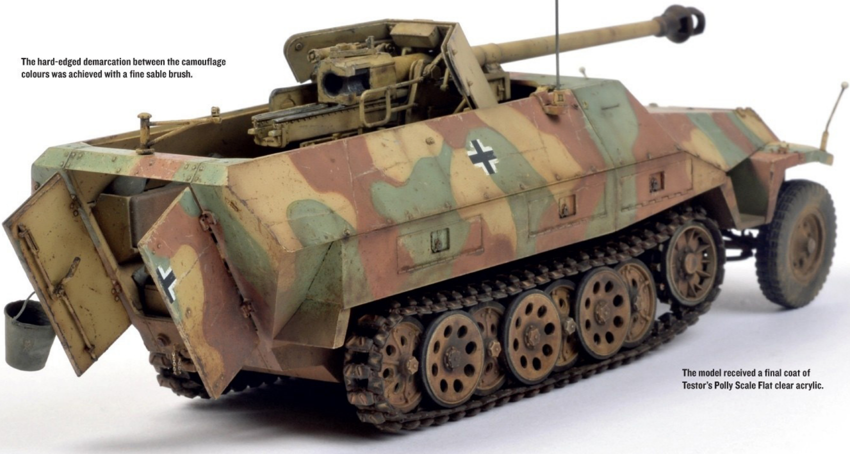
Using a fine brush, a very thin oil paint wash mix of Raw Sienna and Lamp Black was carefully applied around all raised, and into all recessed detail.

Dust and mud application came next. This was a mix of several earthy pastel chalk colours applied both wet and dry. The entire model then received a good coat of Testor's Polly Scale acrylic flat finish (404 106).

CONCLUSION

I was very pleased with the final product. There is no doubt that Dragon has delivered another very well detailed kit with their Sd.Kfz. 251/22 Ausf.D, but it is let down by poor instructions and some ill-fitting elements.

Even so, though, this is one mean looking half-track when it is complete! ■



The hard-edged demarcation between the camouflage colours was achieved with a fine sable brush.

The model received a final coat of Testor's Polly Scale Flat clear acrylic.

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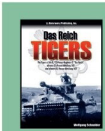
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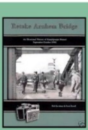
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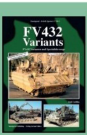
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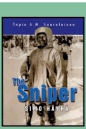
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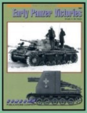
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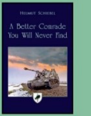
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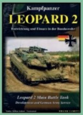
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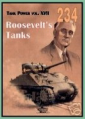
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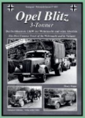
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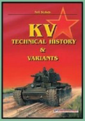
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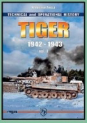
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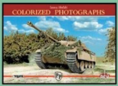
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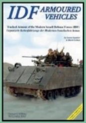
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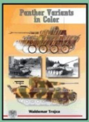
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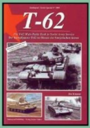

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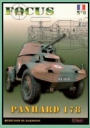
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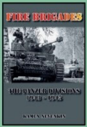
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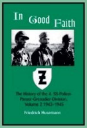
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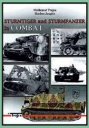
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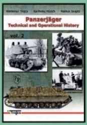
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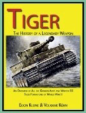
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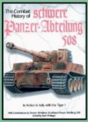
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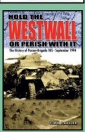
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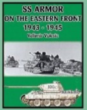
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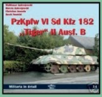
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Mike McMahon, President of MMD Squadron, with the impressive "Big Eagle" Master's Trophy.

LONE STAR STYRENE

SQUADRON EAGLEQUEST XIX

The Editor opens his travel diary from a recent trip to Squadron EagleQuest XIX in Dallas Texas.

Winter in Sydney is not much of a hardship, but I was looking forward to the warmth of an American summer as I boarded the Qantas A380 Airbus to Los Angeles. I was on the way to Dallas Texas for Squadron's EagleQuest XIX model show, and I planned to spend a few days in LA first.

The flight from Sydney was 13 hours, plus another 90 minutes of quality time with the US Department of Homeland Security to clear passport control and Customs. I was surprised at the mild weather that greeted me on stepping from Terminal 4 of LAX at 10:30 on a sunny Monday morning.

At this stage I had managed about two hours' sleep on the flight, which had taken off at 1:00 p.m. on Monday (I actually arrived before I left thanks to the magic of the International Date Line). Having risen that morning at around 6:30 a.m., this meant that I had already been awake for over 21 hours with only a few winks of sleep on the plane. Even so, my main tip for avoiding jet lag is to always stay awake for the entire first day. Take a nap during the day and you'll be history for the whole trip!

I picked up my rental car from the airport. In Australia, like Britain and Japan, we drive on the left side of the road. The first few minutes of driving on the right are usually a bit stressful as my brain takes the necessary time to adjust, but at least I did not find myself veering onto the wrong side of the road. My ride for the next few days was a Nissan Versa, a fairly horrible little car that nevertheless got the job done.

I could not check in to my hotel until 2:00 p.m. so with the assistance of the in-car GPS (what did we ever do without them?) I headed to the Harbor Freeway 101. Frequent merging from one Freeway to another was interesting to say the least, as I mashed my right foot to the floor, resulting in a great deal of noise but very little actual acceleration.

My destination for the morning was San Pedro to visit master modeller Mike Rinaldi. San Pedro is a port neighbourhood around 25 miles south of the city of Los Angeles. The approach is dominated by the business of maritime loading and unloading, with towering cranes and warehouses lining the waterfront ports. Further down Freeway 101, the pleasant suburbs of San Pedro are located on gently rolling hills with modest houses in the Spanish

Dinner companions in Orange County – Karl Madcharo, Steve Munroe, Fred Medel, Stan Spooner and Jim Wechsler.

Tanks at Planes of Fame Museum in Chino, east of Los Angeles. Here is an M5A1 Stuart.

The Embassy Suites Resort, just ten minutes from Dallas Fort Worth Airport.

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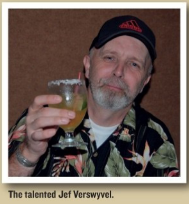
Raffle prizes galore!

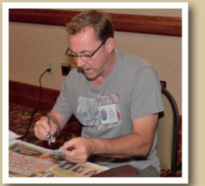
Mike Rinaldi hard at work on a bulldozer that will appear in a future issue of Tamiya Model Magazine.

Author and researcher Bruce Culver was at the show.

Donald Martin had an interesting display of relics from Korea.



The talented Jef Verswyvel.



Dan Clover ran several live airbrushing demonstrations.

style being the order of the day.

Mike Rinaldi's house is perched on the edge of a slope offering views and a cool breeze. We spent an enjoyable few hours in his home office and workshop discussing some of his current and future projects. Mike is just finishing off an impressive 1:35 scale Bulldozer for Tamiya Model Magazine, and will be starting on Tasca's M4A3 76(W) for Model Military International soon too.

Next day I was once more negotiating the Los Angeles Freeway network for my trip to the Planes of Fame museum at Chino, 40 miles to the east of the city. Not surprisingly, Planes of Fame is more famous for its planes, but there are some interesting armour pieces tucked away too, including an M5A1 Stuart and a Type 95 Ha-Go Japanese tank. I have to admit, though, that the highlight of the day was a freshly uncrated Messerschmitt Bf 109 E-7 that had been forced down over Russia in April 1942. This aircraft was in remarkable condition, with layers of its original paint and even radio codes visible.

On Wednesday I was due to meet MMI regular contributor Jim Wechsler and Karl Madcharo at Brookhurst Hobbies in Garden Grove, south of LA. The ever-helpful Mr Google advised that the trip should take around 48 minutes. I had to be there by 3:00 p.m. so I gave myself an extra half hour and left my Hollywood hotel at 1:45. Surely that would be more than enough time outside of peak hour.

Wrong.

After spending nearly an hour and a half in bumper-to-bumper traffic, I abandoned the Freeway and wound my way to Brookhurst via the back roads, eventually arriving an hour late. After browsing at the shop and chatting with its owner, Henry Tremlay, we headed to a Mexican restaurant where another well-known Californian modeller, Stan Spooner, was hosting dinner. We were joined by Steve Munroe and Fred Medel for a very pleasant evening.

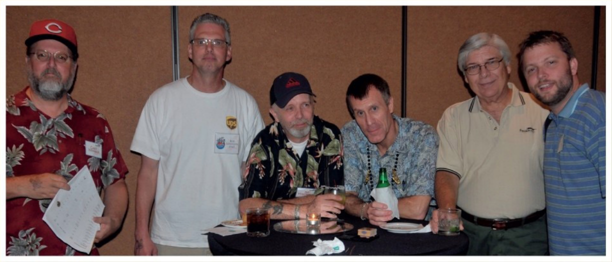
At 6:30 next morning, I headed west on Sunset and Santa Monica Boulevards through West Hollywood and Beverly Hills to LAX. This route was chosen partly to catch some parting L.A. sights, but mainly to avoid traffic jams on the Freeway!

SQUADRON EAGLEQUEST XIX

The flight to Dallas took an uneventful three hours. DFW airport was big and busy, but I was quickly and efficiently delivered to my single suitcase in no time at all. Mike McMahon, President of MMD Squadron, was waiting at the baggage carousel and we made our way to Squadron EagleQuest XIX at the nearby Embassy Suites Resort.

By this time, the team from Squadron was already busy setting up the main room, which doubled as a space for competition and seminars. The Registration area was assembled just in time for the first keen Conventioneers to sign in on Thursday night.

Squadron EagleQuest has its origins in Mastercon, which was established by VLS in 1992 as a yearly competition and social



The crew from Squadron kicking back after a hard day at work.

Prolific author and researcher, David Doyle.

No. 70818
IJN I-53
& KAITEN

Lucky raffle winners.

The Committee hard at work.

The whole McMahon family was on hand for presentation of the Junior Awards.

gathering over the American Labor Day weekend. Squadron continued this tradition following its acquisition of VLS in early 2007, moving the event to Dallas, close to its head office and warehouse.

Although visitors were undoubtedly excited about the competition and seminars, the priority on Friday morning was the Squadron Open House. The prize on offer to Premium Pass holders was a 40% discount on all stock in Squadron's cavernous (and mercifully air-conditioned) warehouse. The rush was on, with Squadron supplying shopping trolleys for this one-day styrene shopping spree. Office staff were pressed into service as checkout operators while the shoppers piled up their plastic plunder. In addition to the hefty discount, Squadron offered free shipping for purchases – very convenient for interstate travellers.

Meanwhile, back at the Embassy Suites hotel, the tables were filling with high quality models in competition. Categories were open to aircraft, armour, figures, dioramas, cars and more, for both senior and junior modellers.

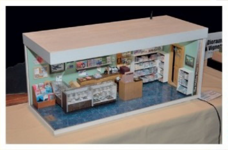
Mike McMahon from Squadron presented the many awards on the night.

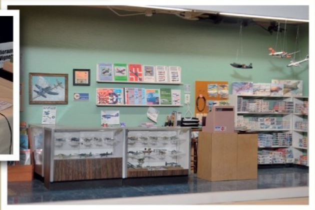
The awards are not decided by a panel of judges, but by the entrants themselves. Multiple Gold, Silver and Bronze medals are awarded based on the popular vote. Major prizes, including the impressive "Big Eagle" Master's Trophy, are decided after a run-off between the best models decided in each category. These major trophies are voted on during the course of the Saturday night banquet. A number of special categories were awarded on the night too, including this year's theme, "Korean War", the Squadron Award for Best Scratch Built Entry, Best Camouflage, Tamiya Award, Squadron Creations Award for the best use of a Squadron product and Best Basic Division Entry.

I was also pleased to see the number of junior modellers at the banquet and in the competition. A number of younger visitors in attendance were inspired to declare their intention to build a model for the show next year too.

Six seminars were held over the course of the two-day event, including Dan Clover's live airbrushing demonstrations, Kon Kelly's treatise on Modelling History in 3D, while I spoke about the state of the hobby, HyperScale history and Luftwaffe camouflage and markings in a couple of sessions.

Friday night saw the Welcome Reception hosted by Mike McMahon from Squadron. This was a great opportunity to catch up with fellow visitors, but it was also the venue for voting in the new EagleQuest Grand Marshall for 2011. This piece of business was hilarious at times, thanks to the antics of Hal Sanford and Sean





This clever diorama was a scale reproduction of that rare beast, the local hobby store.
The inside of the store features many realistic touches.

The Banquet crowd were treated to good food and a great atmosphere.

Glaspell at the lectern. Sean was the retiring Grand Marshall, and the hat has now passed to Greg Stewart for 2011.

Saturday night's Banquet was equally successful. Once again, despite a daunting number of awards to present, the proceedings were generally efficient and entertaining.

One of EagleQuest's competitors summed up the value of the show in a posting on HyperScale's "Plane Talking" Forum. Parker Ewing from Baton Rouge wrote: "Without question, EagleQuest is the best deal in the hobby. There's nothing even close, really. For $30, I got a $5 raffle ticket, access to all the seminars and models, an entry into the contest, free open bar and food Friday night, and a hotel offering free breakfast and airport shuttle. Did I mention 40% off at Squadron's warehouse? The Squadron people could not have been more helpful and nice. I saved $120 on purchases, handed my buggy to the staff, and they shipped it for free. Last but not least were the attendees. No chips on shoulders were found anywhere and the information flowed freely. Maybe because they're such great modellers that they have nothing to prove, but whatever the case, the air of the event was really nice. Can't wait for next year."

Squadron EagleQuest XIX saw a total of 217 models on the table from 85 competitors. An additional 50 visitors were in attendance too. These numbers represent a growing trend over the last few years.

EagleQuest is nowhere near the scale of an IPMS Nationals, but its compact size affords the atmosphere of a family reunion to this friendly show. EagleQuest is also very well organised; and this year's venue, the Embassy Suites resort, was comfortable and had all the facilities you could ask for.

Keep an eye out for news of Squadron EagleQuest XX in 2011 – it will be well worth a visit!

Brett Green – June 2010

I would particularly like to thank Mike McMahon, the staff of MMD Squadron and the competition organisers for their remarkable hospitality during my visit to EagleQuest XIX.

M24 Chaffee in 1:35 scale.

The Theme for this year was The Korean War, as can be seen by this Sherman.

AFV Club 1:35 scale M3A3 Stuart.

An impressive 1:35 scale Staghound by Dan Clover.

This jewel-like FAMO with 8.8cm Flak 37 is 1:72 scale.

An sWS mounting a 3.7cm Flak gun.

1:72 scale Dragon Wagon with a Sherman on board.

Tamiya's M4A3 Sherman in 1:35 scale.

A modern diorama. Detail was well done, especially the painting of the burnt-out car.

M4A2 Sherman in a striking Pacific camouflage scheme.

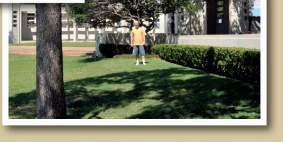
Rolls-Royce armoured car.

M60 Blazer Israeli tank.

Trumpeter's big 1:35 scale loco.

Outdoor World was under the same roof as the Embassy Suites hotel.

There is plenty to see in Dallas. The Texas Schoolbook Depository in downtown Dallas. Lee Harvey Oswald shot President John F. Kennedy from the far right sixth floor window of this building on Friday, November 22, 1963.


The entire area around Dealey Plaza has been preserved in the more or less the same condition as that fateful day. The Editor is here alone on the Grassy Knoll...

Think Tank *Lite* - Model C11 ADF

Model C11 ADF

95 bhp, 239.4 cu. in. Flathead V8 engine.

Three-speed manual transmission with Columbia rear end.

Solid front axle with transverse semi-elliptic leaf spring, full-floating live rear axle with longitudinal semi-elliptic leaf springs, four-wheel hydraulic drum brakes.

Wheelbase: 114"

MODEL C11 ADF

BY SIMON HERBERT

The United States did not enter World War II until December 8, 1941. However, sub rosa preparations had begun several years earlier, some efforts taking a circuitous route through Canada. As early as 1935, the British had laid the groundwork for a manufacturing base in their North American dominion. Ford of Canada began work on a military truck designed around a set of government specifications. Very quickly General Motors became involved and the result was the Canadian Military Pattern truck, or CMP, built by both companies. Like the early Jeeps developed for the U.S. Army, a common design was used, but each manufacturer supplied its own engines and drive trains. The vehicles were under test by 1939, and by the time the war in Europe heated up in 1940 full-scale production had begun. More than 400,000 were built through 1945.

Converted station wagons were employed for personnel transportation and general staff use, employing a variant of the Ford passenger chassis. Two versions, a five-passenger and a seven-passenger, were constructed; using the 1941 Ford V8, Model 11A as a base. As with the CMP trucks, the construction was carried out by Ford of Canada. Bodies were the standard Iron Mountain station wagon type. The seven passenger car was built on a standard wagon chassis and suspension, but with the larger 95 hp Mercury engine. It had Fabrikoid upholstery, a type of artificial leather, and was equipped with blackout curtains, rifle clips, a map container, first aid kit, POW cans, a fire extinguisher and tools. The ignition was shielded for radio interference suppression.

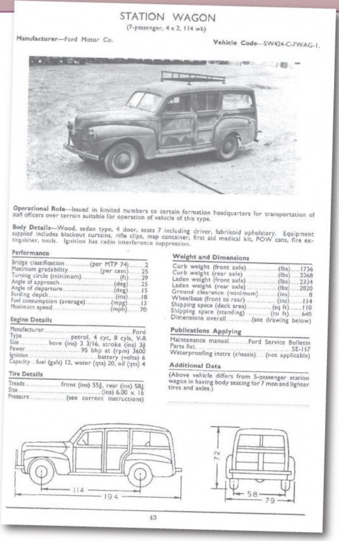
The five-passenger car was a heavy-duty version, also with the Mercury engine but using a full-floating rear axle from the one-ton truck line, suspended on longitudinal semi-elliptic leaf springs. An open drive shaft was used and the final drive ratio was 4.1 to 1. The front axle had heavy duty king pins and hubs. Off-road tires in the 9.00-13 size were fitted on special wheels to the six-lug hubs. The seven-passenger car was designated C11 AS, the five passenger nomenclatured C11 ADF, the "F" signifying right-hand drive. In addition to the British Army, many were supplied to other Commonwealth forces. They were later built in 1942 style, as the C21 ADF.

The British units had their heyday in North Africa, where some had hatches cut in the roof for observation purposes. Others, like that of Field Marshal Harold Alexander, had the top removed entirely. Alexander, who later became last British Governor General of Canada, was designated Commander-in-Chief of British forces in the Middle East in 1942. He had his staff car modified in Egypt, before becoming deputy to General Dwight Eisenhower, the Supreme Allied Commander, in 1943. That car is now in the Canadian War Museum at Ottawa.

It is not recorded just how many were built, but estimates fall in the 1,000 range. CMP trucks are quite common in the collector community, and occasionally they are still seen in civilian commercial use. In contrast, only about ten C11 ADFs are known to survive.

The body contours on Nick Alexander's C11 ADF are excellent, as is the Iron Mountain wood body, its number dating from November 1940. The whole of it is painted in Olive Drab, and it is matched by an artificial leather top in the same colour. The glass, all with Ford script, looks new. There is no brightwork, the entire vehicle being subdued with the flat-toned paint. The right headlamp is blanked off, the left fitted with a blackout shade. The only other exterior lights are at the rear, where twin military style blackout taillights are fitted. Bumpers front and rear consist of heavy channel iron. Replica military insignia have been affixed to the front.

As its nomenclature indicates, the car is right-hand drive, with the column shift lever extending to the left. The seats are upholstered in replica Fabrikoid, and the



STATION WAGON

(7-passenger, 4 x 2, 114 wb)

Manufacturer—Ford Motor Co.

Vehicle Code—SW424-C-7WAG-1.

Operational Role—Issued in limited numbers to certain formation headquarters for transportation of staff officers over terrain suitable for operation of vehicle of this type.

Body Details—Wood, sedan type, 4 door, seats 7 including driver, fabrikoid upholstery. Equipment supplied includes blackout curtains, rifle clips, map container, first aid medical kit, POW cans, fire extinguisher, tools. Ignition has radio interference suppression.

Performance

Bridge classification ....(per MTP 74).........2
Maximum gradability ....(per cent).........25
Turning circle (minimum) ....(ft).........39
Angle of approach ....(deg).........25
Angle of departure ....(deg).........15
Fording depth ....(ins).........18
Fuel consumption (average) ....(mpg).........13
Maximum speed ....(mph).........70

Engine Details

Manufacturer ....Ford
Type ....petrol, 4 cyc, 8 cyls, V-8
Size ....bore (ins) 3 3/16, stroke (ins) 3¾
Power ....95 bhp at (rpm) 3600
Ignition ....battery (volts) 6
Capacity...fuel (gals) 12, water (qts) 20, oil (qts) 4

Tire Details

Treads ....front (ins) 55¾, rear (ins) 58¼
Size ....(ins) 6.00 x 16
Pressure ....(see current instructions)

Weight and Dimensions

Curb weight (front axle) ....(lbs).........1736
Curb weight (rear axle) ....(lbs).........2268
Laden weight (front axle) ....(lbs).........2334
Laden weight (rear axle) ....(lbs).........2820
Ground clearance (minimum) ....(ins).........8
Wheelbase (front to rear) ....(ins).........114
Shipping space (deck area) ....(sq ft).........110
Shipping space (standing) ....(cu ft).........640
Dimensions overall ....(see drawing below)

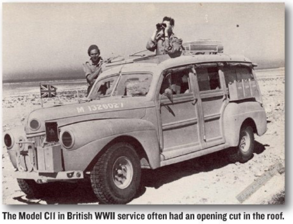
Publications Applying

Maintenance manual ....Ford Service Bulletin
Parts list SE-117
Waterproofing instrs (chassis).....(not applicable)

Additional Data

(Above vehicle differs from 5-passenger station wagon in having body seating for 7 men and lighter tires and axles.)

Specifications for the Model C11 ADF Station Wagon

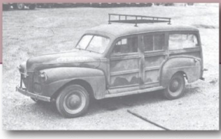


The Model C11 in British WWII service often had an opening cut in the roof.

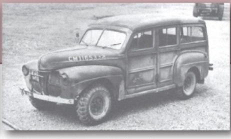
British vehicles, including a C11, that have recently fallen into German hands!

www.awm.gov.au
MED0453

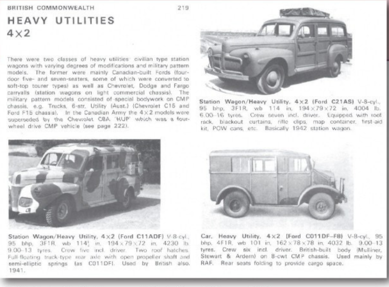
The tail surfaces of a downed Messerschmitt Bf 110 act as an impromptu pub for British troops. A C11 is parked in the background.



Disruptive camouflage has been applied to this C11. The angled roof rack is of interest.



A softly applied variation of the disruptive pattern may be seen on this station wagon.



BRITISH COMMONWEALTH 219

HEAVY UTILITIES
4×2

There were two classes of heavy utilities: civilian type station wagons with varying degrees of modifications and military pattern models. The former were mainly Canadian-built Fords (four-door five- and seven-seaters, some of which were converted to soft-top tourer types) as well as Chevrolet, Dodge and Fargo carryalls (station wagons on light commercial chassis). The military pattern models consisted of special bodywork on CMP chassis, e.g. Trucks, 6-str, Utility (Aust.) (Chevrolet C15 and Ford F15 chassis). In the Canadian Army the 4×2 models were superseded by the Chevrolet C8A 'HUP' which was a four-wheel drive CMP vehicle (see page 222).

Station Wagon/Heavy Utility, 4×2 (Ford C21AS) V-8-cyl., 95 bhp, 3F1R, wb 114 in, 194×79×72 in, 4004 lb. 6.00–16 tyres. Crew seven incl. driver. Equipped with roof rack, blackout curtains, rifle clips, map container, first-aid kit, POW cans, etc. Basically 1942 station wagon.

Station Wagon/Heavy Utility, 4×2 (Ford C11ADF) V-8-cyl., 95 bhp, 3F1R, wb 114¼ in, 194×79×72 in, 4230 lb. 9.00–13 tyres. Crew five incl. driver. Two roof hatches. Full-floating truck-type rear axle with open propeller shaft and semi-elliptic springs (as C011DF). Used by British also. 1941.

Car, Heavy Utility, 4×2 (Ford C011DF–F8) V-8-cyl., 95 bhp, 4F1R, wb 101 in, 162×78×78 in, 4032 lb. 9.00–13 tyres. Crew six incl. driver. British-built body (Mulliner, Stewart & Ardern) on 8-cwt CMP chassis. Used mainly by RAF. Rear seats folding to provide cargo space.

Plenty of interesting finishes are available for the ambitious modeller!

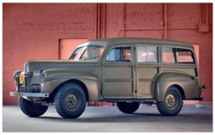
dashboard, including the plastic, repeats the Olive Drab paint of the exterior. A tilting table is attached to the back of the front seat so that an officer could sit in the second seat with maps spread out to command his troops in battle. The running boards are NOS and the correct steering wheel is that of the Deluxe 1941 station wagon, which was then the more basic of the two models offered.

The engine is painted in Olive Drab. The chassis and underbody are also in Olive Drab, and are clean. The exhaust system, which exits ahead of the left rear tire, looks new.16-inch rims have been mated to six-lug centres, and fitted with 7.50-16 LT truck tires.

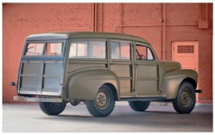
The cargo area at the rear is covered by a parcel shelf, with a tool box underneath. The shelf tilts upward, revealing mounting for tools on the under side. When carried, a spare tire would be located beside the tool box.

Purchased from a Canadian collector in January 2004, this car was then subjected to a complete restoration. It is currently registered in California with license number 6GWL518.

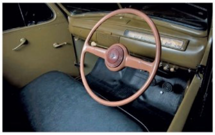
Of the extant C11 ADFs, only four are known to have been restored. The car certainly represents a very rare opportunity to acquire a turnkey military vehicle emblematic of a fascinating part of World War II history. ■



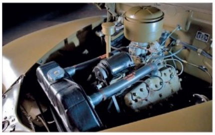
Nick Alexander's C11 ADF.



The body contours are in excellent condition, as is the Iron Mountain wood body.



The vehicle dates from November 1940. The seats are upholstered in replica Fabrikoid, and the dashboard, including the plastic, repeats the Olive Drab paint of the exterior.



The engine is painted in Olive Drab. The chassis and underbody are also in Olive Drab, and are clean.

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WOODY GOES TO WAR

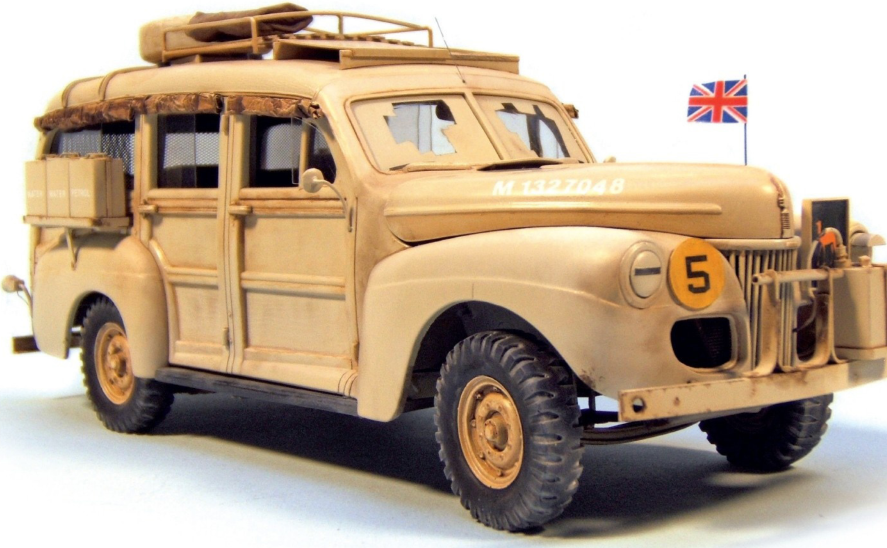
Simon Herbert converts AMT's venerable 1:25 scale civilian 1941 Ford Woody Stock into a C11-ADF Station Wagon in British service.

Like many civilian vehicles in production at the outbreak of WWII, the Ford Station Wagon went on to find a useful niche in Allied military service for the duration of the war. Rarely the subject of much attention, the military station wagon can sometimes be seen lurking in the background of photographs taken of something else. The vehicle's rugged good looks sparked my imagination, especially when seen in the desert campaigns of North Africa.

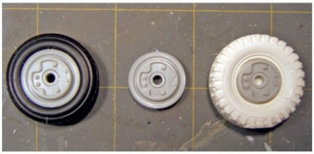
Canadian Ford produced the toughened-up military version of the Ford Station Wagon called the C11 under license, and classified it as a "Heavy Utility". The C11 came with a number of options, including number of seats (5 or 7), and engine size. In true military fashion, civilian "frills" deemed unnecessary were dispensed with; hubcaps removed, ornate chrome bumpers replaced with channel steel, and so forth. On the 5-passenger version, the suspension was upgraded for rugged terrain and hard use. Having said that, it seems not all of these vehicles received the full complement of modifications, suggesting some may have been "drafted" into military service from civilian sources. For the modeler, this is perhaps good news as it opens up a wider range of options.

The basic C11 factory model provided sound and reliable transportation for general staff use, but the C11 was sometimes called on for unusual long-distance work in the desert, for example acting as remote mobile observation and radio posts. The SAS acquired one, and for greater versatility removed all structure above the door-level including the windshield. It seems the C11s were so useful, that when the Germans captured a number of them they were quickly put into service against the British. In one extraordinary mission, several captured C11s, drove through extreme desert conditions, dropping-off German spies at the Nile River before returning to Tripoli in Libya; a round trip distance of some 5,000 kilometers.

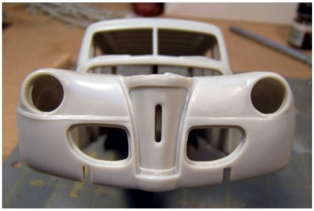
AMT
1941 Ford Woody
Skill 2
10+
1:25 SCALE MODEL KIT



Plastic clamps a'plenty are used to hold the kit chassis in place while the cement dries.



The skinny kit wheels were replaced with home-cast replacements based on a larger truck wheel and tyre.



The one-piece main body part features a solid section behind the grillee.

Use of the C11 in such a harsh and unforgiving desert environment gave rise to a number of creative field modifications. These included the addition of stowage racks, the installation of roof hatches, and often, water condensers that helped cool the engine.

I chose to model a C11-ADF, which, if I have the nomenclature correct, essentially means a 1941, Canadian built, 4 x 2 drive, 5-Passenger Heavy Utility Station Wagon, with a 114-inch wheel-base, powered by an 8-cylinder 85-hp engine, with Right Wheel Drive. (For most of this article, I'll simply refer to it a C11). Deciding not to model a specific C11-ADF from a photograph, I chose instead to make a station wagon reflecting a vehicle in typical desert conditions. This approach allowed for some freedom in configuration and equipment, as well as artistic license where detailing and finishes were concerned.

AMT'S FORD WOODY STOCK IN THE BOX

AMT's 1941 Ford Woody Stock in 1:25 scale (Kit No.30051) is the civilian version of this vehicle, and formed the basis for conversion to its military role. When building vehicles, I usually work in 1:35 scale, and found options for aftermarket military parts in 1:25 scale extremely limited. Additional scratch-building had to fill the conversion-gap.

Overall, the kit detail is good, but suffers from some heavy-handed, moulded-on details that should have been separate pieces. These include door handles and windshield wipers, which appear much too "clunky". While I could massage some of these deficiencies, I left others alone and dealt with them by careful painting.

BUILD AND CONVERSION

Deviating from the recommended construction sequence, I built the kit in three distinct sub-assemblies: (1) Chassis, Suspension, and Engine, (2) Inner Body, and (3) Outer Body and Accessories. Stringent integration between the sub-assemblies was necessary to ensure everything came together at the end.

CHASSIS, SUSPENSION, AND ENGINE

The instructions would have had me build the chassis starting from the underside of the main floor pan. The chassis is assembled in two-pieces with the exhaust line awkwardly sandwiched in between the two halves. This made obtaining a seam-free finish tricky, but because this aspect of the model is virtually impossible to see when the model rests on the tyres, no attempt was made to hide it.

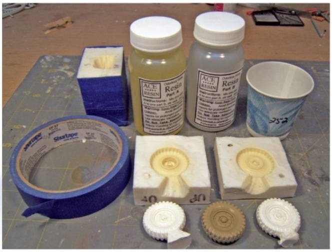
The 5-passenger version typically had truck-like leaf springs rather than the transverse springs found on the 7-passenger and civilian versions. I used the spring-set and rear axle from a 1941 Chevrolet pickup truck (1:25 scale by Revell), but the Ford and Chevrolet chassis profiles are different, so an amount of "plastic manipulation" was required. Revell's springs could not support the model unaided, so brass rod was glued between the chassis and the top of each leaf spring, where it is hidden behind the wheel. Revell's knee-dampers (early shock-absorbers) were also added.

The bar and tube assembly in front of the main grille is attached to the top of the bumper, and made from thin brass flat-stock. Holes drilled into the uprights accept an aluminum tube, and the rivets are three-dimensional decals from Archer Surface Details.

WHEELS

Wheels and tyres presented the most obvious challenge. The AMT model comes with the standard civilian-issue 6.00-16" tyres, but for the North African theater, larger 9.00-13" sand tyres with a grid or diamond-patterned tread were most typically used. Nothing was found to match at this scale, and my skill-level precluded me from building a master and casting my own. I settled on a compromise, since it was clear from photographs that some C11s in North Africa carried other types ▶

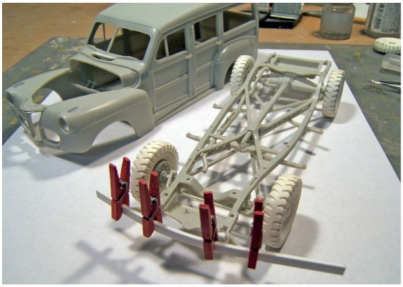
The kit wheels were trimmed to suit the new tyres.



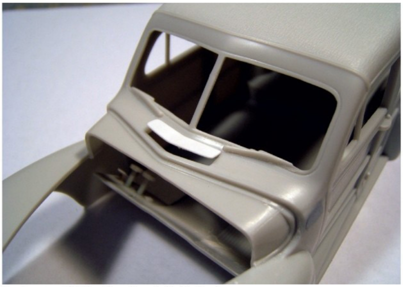
The replacement wheels were cast using home-made RTV moulds, which were less than perfect. ACE Resin products were used for the moulding.

The two-part resin mixture was carefully poured into the silicone mould.

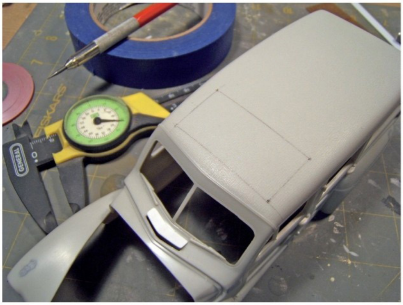
Voila! New wheels for our desert Woody.



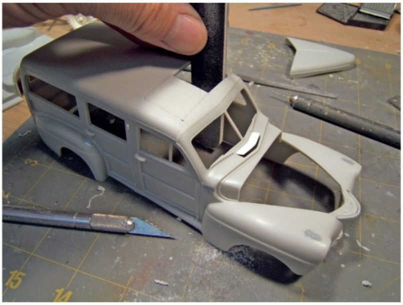
The kit's ornate front bumper bar was replaced with a simple item from plastic strip.



A vent was scratch built and posed open behind the hood.



The large hatch was drawn onto the roof of the wagon.



The opening was carefully cut out and sanded to shape.

of tyres. In my stash of un-built allied 1:35 scale vehicles, I found a large truck wheel and tyre that with some minor modifications could be adapted for this 1:25 scale use. I made a two-part RTV (Room Temperature Vulcanizing) rubber mould and cast my own set, including a spare. Should the correct wheels ever become available, I'll replace the ones I cast.

My RTV mould was less than 100% perfect, and filler was needed for voids on the castings. To complete the wheel, I used the AMT kit brake-hubs, but removed the outer flange so they could fit into the backside of the cast wheels. It was also necessary to remove material from inside of the cast wheels to receive the AMT hubs, but the results were acceptable.

STEERING

C11-ADFs were right hand drive (RHD) and since the AMT kit is LHD, conversion was necessary. The steering linkage, steering wheel, and pedals were easily switched, but the instruments are moulded-in, and more difficult to change. I cut the instrument bar into the right side of the dash-piece, and filled-in the space on the left side before re-scribing the glove-box. The instrument bar was painted-in and given a clear coat.

ENGINE

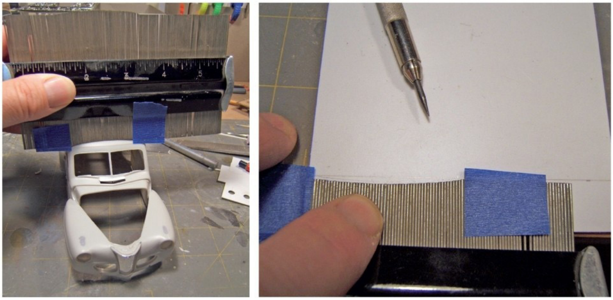
The kit comes with a well-detailed engine. Normally I wouldn't bother putting much effort into something that wasn't going to be seen, but deciding I'd leave the bonnet ("hood") removable, I added a few wires and cables based on photographs.

INNER BODY

The model has interesting "inner" and "outer" body shells, which make completion of sub-assemblies relatively easy tasks. The inner body assembles like the sides of a cardboard box, and was pre-painted with the clear parts and interior screens installed. The exception was the windshield, which installs from inside the outer shell.

WINDOWS AND SCREENS

Especially in the desert, sun reflecting-off areas of vehicle



To make the front and back portions of the hatch, a profile gauge was used to transfer the fore and aft roof-profiles to thin plastic sheet. Side pieces were added, aligned with the underside of the roof.

'41 Ford Woody Stock
2

Two Woodies on the workbench.

glass creates position "tell-tales" for the enemy. Crews of C11s (and many other vehicles on both sides) reduced this problem by painting over the windows and then scraping areas clean for sufficient viewing. Some C11s also had fabric shades that could be rolled down on the exterior of the windows, and a combination of both methods were used on this model. The fabric shades were made from rolled-up tin-foil.

Photographs show that on some C11's, metal screen was added to the inside of the rear windows. One likely reason is due to the existence of a storage shelf located in the luggage area just below window height. The screen may have helped prevent against broken glass from a shifting load. A good match for this screen material was found at the local hardware store in the form of 3/64 – inch, diamond pattern stamped brass screen. A pair of heavy scissors cut these out perfectly. For the windows located behind the front seat, each side of the C11 had two sets of sliding glass windows. AMTs kit provides a thin sheet of clear acrylic to make them, and patterns are provided in the instruction sheet

Windows must be installed on the outside of the inner body shell, and become sandwiched in between the inner and outer bodies after they are mated together. The screens get installed on the inner shell, and cover the windows. The kit comes with two side-venting windows for the driver and passenger, but these are hopelessly thick and inaccurate and were replaced with the kit's thin clear sheet, cut to size

SEATS AND CARGO SHELF

Two bench seats are provided, and although the fit of the parts is poor, the detail is excellent. They received a coat of semi-gloss black to represent the "Fabrikoid" imitation leather.

A cargo shelf was common to many C11s, and on the model is made from plastic card stock, with a "load" of scratch-built tarpaulins, and steel and cardboard boxes added. To add some more interior visual interest, a miniaturized period map of the Egyptian desert lies partially folded on the passenger seat, inserted after final assembly.

OUTER BODY AND ACCESSORIES

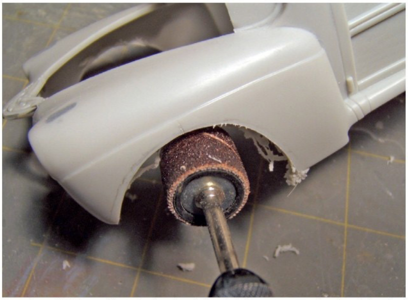
The outer shell is a very impressive one-piece moulding, minus the bonnet.

Grilles

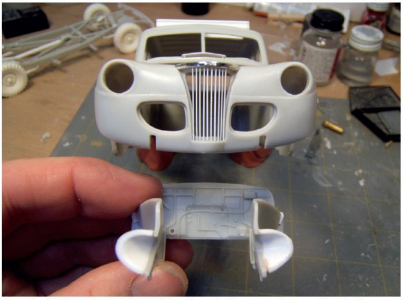
Some historic photographs show the two side grilles on the front removed, presumably to facilitate additional ventilation to the radiator and engine compartment. The "no grille" configuration added to the stripped-down, toughed-up appearance I was looking for – reminding me of a boxer with a few teeth missing. But leaving off the grilles - which are poorly moulded in the AMT kit anyway, created inviting holes for the curious to peer into with their little flashlights (you know who you are). This was another reason to place the engine inside and certainly worthy of a photograph at this stage.

Leaving the grilles off gave rise to an additional problem. Each interior wheel-fender incorrectly bisected the two side grille openings – which made no sense because this would have diverted ventilation to the wheel-well. My spares box yielded two halves of an unused 1:48 scale torpedo, and when cut at opposing 45-degree angles and filed to fit, made convincing air-diverters for the

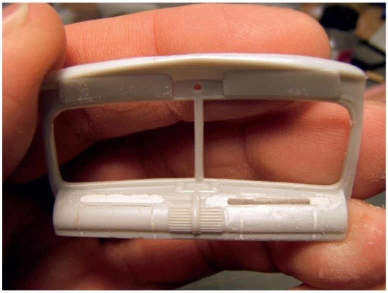
▶



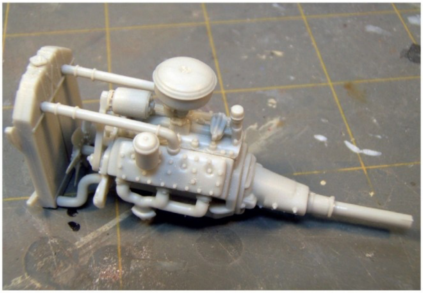
Comparison of civilian vs. military wheel openings indicated the latter type were enlarged on the front but not the rear. To accommodate this modification on the kit's body, a 2 mm line was drawn back from the existing edge, and the plastic was removed using a 13mm diameter drum sander on a rotary tool.



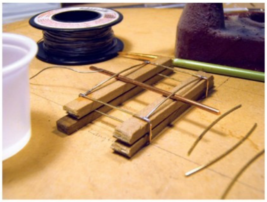
Some historic photographs show the two side grilles on the front removed, presumably to facilitate additional ventilation to the radiator and engine compartment.

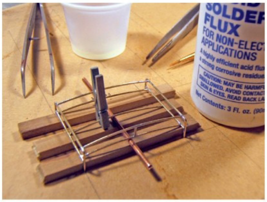


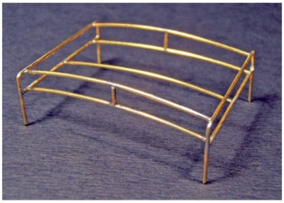
Windows must be installed on the outside of the inner body shell, and are sandwiched in between the inner and outer bodies after they are mated together.



The engine taking shape.


The model's roof rack is made from lengths of thin brass wire and follow a design seen in one photograph of a C11.


Four holes were drilled in a piece of wood composite board for the vertical supports, which served as the soldering jig.


The process took a long time and required accurate cutting, bending, and fitting.

radiator compartment.

The main front grille was also poorly moulded and solid, so it was discarded and replaced with thin plastic strip. This also allowed the radiator and engine to be partially seen.

Front wheel openings

Comparison of civilian vs. military wheel openings indicated the latter type were enlarged on the front but not the rear; possibly to provide additional clearance for sand tyres combined with turning radii and range of travel from the suspension. To accommodate this modification on the kit's body, I drew a line 2 mm back from the existing edge, and removed the plastic using a 13mm diameter drum sander on a rotary tool. The forward sections were gently faired back until the profile closely resembled line drawings and photographs.

Exterior Door handles

These were first hollowed-out with a drill, followed by a razor-saw and finished with a scalpel blade. The interior handles were left alone since they would be only partly seen.

Removal of "chrome" trim

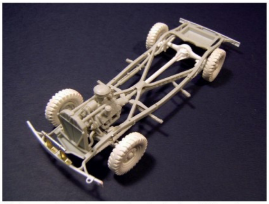
These areas are represented on AMTs kit by a raised bead, principally located on the fenders. A rounded X-Acto blade was used to scrape-away the trim areas until they resembled the crease in the body parts.

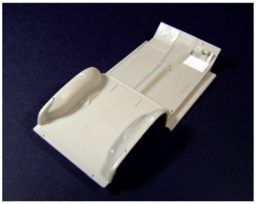
Driving mirrors

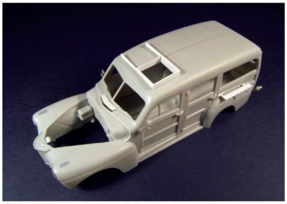
The kit's bulky exterior mirror assemblies were cut apart, and the mirrors re-attached to pieces of bent brass wire. New location holes were made, and I used the kit's interior mirror above the dash.

Top Hatch

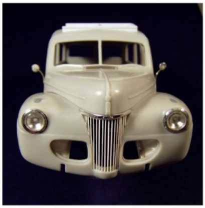
A number of C11s had a roof hatch installed by field-shops, as needed. Used for observation, these hatches appear on either the front passenger side, or located behind the driver. On some C11s, both locations were used. In finding a suitable size and location for the

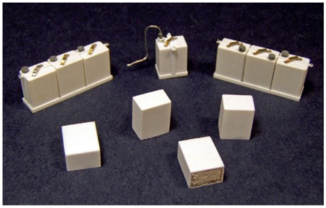

The home-made wheels are mated to the chassis and drive train.

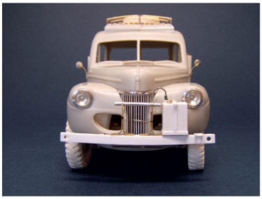

The one-piece lower body.

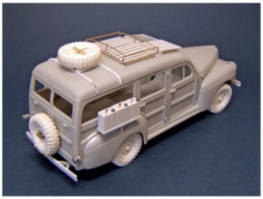

The impressive one-piece upper body ready for assembly.

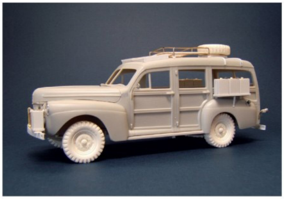
The engine bay, ready for assembly. Note the nice detail on the inside of the roof too.

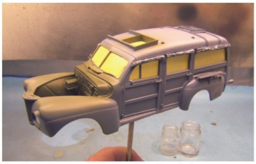

Headlights, mirrors and custom grille are installed.


Home made flimsies and water condenser.


View from the front.

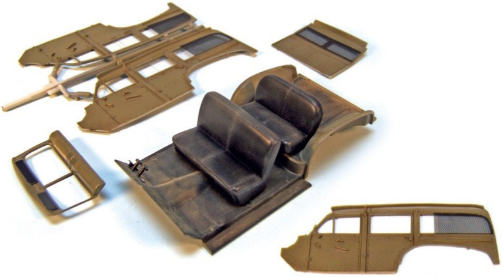

All the main components have been assembled, including the flimsies and spare tyres.


The enlarged opening for the front wheel is obvious here.

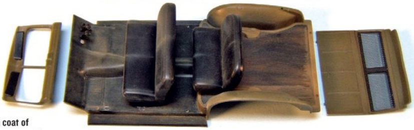


The interior is masked off in preparation for painting.

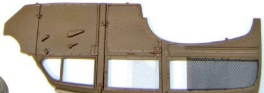
The primer coat is Model Masters (MM) Enamel Primer thinned 50/50 with Model Master Thinners. This produces a very smooth, medium grey finish.



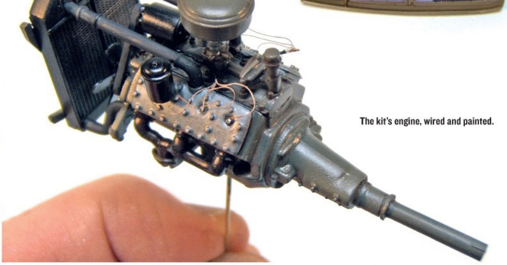
Factory-applied Olive Drab was used for the interior - Model Masters Acrylic No. 4728, with 15% white added.



The seats received a coat of semi-gloss black to represent the "Fabrikoid" imitation leather.



The kit's interior mirror was used above the dash.



The kit's engine, wired and painted.

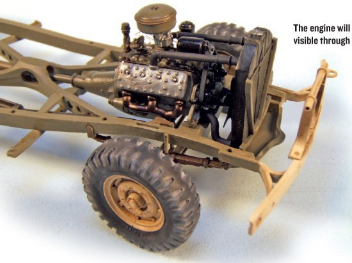
hatch, I was pretty sure this would have been influenced by how the roof was constructed. Since AMTs model has excellent underside-roof detailing, existing rib-locations were used to abut the rough hatch opening, 21 mm square. To make the front and back portions of the hatch, a profile gauge was used to transfer the fore and aft roof-profiles to thin plastic sheet. Side pieces were added, aligned with the underside of the roof. Once the glue had dried, the top of the hatch was sanded smooth, and a sliding cover made from thin plastic sheet and strip.

Roof Rack

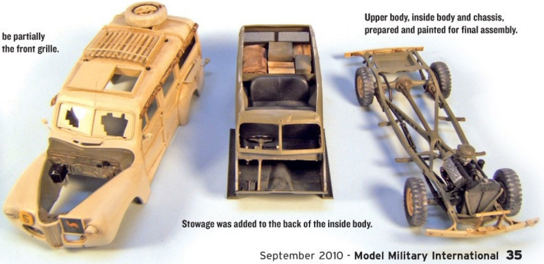
The model's roof rack is made from lengths of thin brass wire and follow a design seen in one photograph of a C11. Four holes were drilled in a piece of wood composite board for the vertical supports, which served as the soldering jig. The wire was inserted, and held at the correct height for soldering with strips of basswood. The process took a long time and required accurate cutting, bending, and fitting. When finished, the brass roof rack was removed and the uprights cut to length. Its fiddly work, and it took me a great deal of practice (translation: "mistakes") to finally figure-out how to solder one of these things together. Using a liquid flux really helped. The wooden deck was simulated with plastic strip.

Spare Wheel Mounts

This C11 carries two spares. The kit's bracket for the spare was adapted to fit the rear door-mounted spare wheel. Two bent pieces of brass strip were added at the bottom of the rear door to support the tyre. The roof-mounted spare wheel attaches to a custom bracket made from strips of plastic angle. Both spares are fastened by a handle made from brass rod soldered to the top of a fine threaded bolt. This passes through a plate and screws into the plastic to hold the wheel in place. ▶

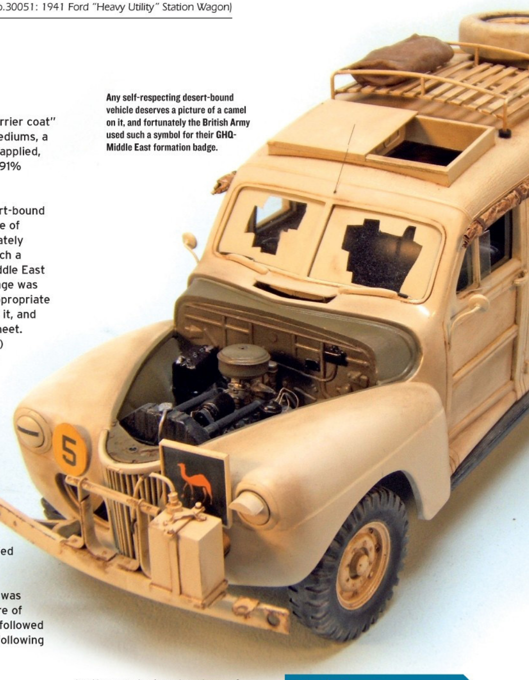


The engine will be partially visible through the front grille.



Upper body, inside body and chassis, prepared and painted for final assembly.

Stowage was added to the back of the inside body.



Any self-respecting desert-bound vehicle deserves a picture of a camel on it, and fortunately the British Army used such a symbol for their GHQ-Middle East formation badge.

◀ Petrol and Water Containers

The British used metal cans nicknamed "Flimsies" for both petrol and water. The C11 usually carried them in racks of varying designs, with typically three 4-gallon flimsies over each rear wheel. I found some pictures online that included measurements, and built my own using balsa wood covered with thin styrene sheet attached with CA glue ("Superglue"). The handles are made from thin strips of folded lead foil, the caps from scrap plastic rod.

Water Condenser

Another 4-gallon flimsie was used for the water condenser mounted on the front bumper. This ingenious device recovered steam from an over-heating radiator. As the water-level and pressure in the radiator dropped, it caused water in the condenser to be sucked back into the cooling system. This was a "must-have" on my C11, and mounts to the front bumper channel. The fine tubing is soldering wire.

PAINTING, DECALS, AND WEATHERING

Primer

Currently, I begin any model finish with a coat of Model Masters (MM) Enamel Primer thinned 50/50 with Model Master Thinners. This produces a very smooth, medium grey finish.

Interior Colour

Lacking information on whether C11s left the factory already painted in desert colours, I went on the premise this vehicle had been painted sand-colour upon arrival – and thus had kept the factory-applied Olive Drab on the interior. (Model Masters Acrylic No. 4728, with 15% white added). .

Exterior Colour

Historic photographs give little precise reference for exterior colour, which in any event quickly changed due to the influences of climate and use. I judged the closest match to be a light sand colour using Model Master's enamel Sand (FS33531).

Barrier Coats

Whenever I needed a "barrier coat" as I switched between mediums, a clear coat of Future was applied, thinned about 30% with 91% Alcohol.

Decals

Any self-respecting desert-bound vehicle deserves a picture of a camel on it, and fortunately the British Army used such a symbol for their GHQ-Middle East formation badge. An image was copied to paper at the appropriate size, clear-coated to seal it, and adhered to thin plastic sheet. The bridge-weight (5-ton) classification disc is also from plastic sheet. The rest of the signage is a combination of dry-transfers and decals from the spares drawer.

Washes

Base colours received a wash of Burnt Umber oil paint thinned with Paint Thinners until it could capillary into nooks and crannies: applied with a fine brush.

Shading

Shading and highlighting was performed using a mixture of artists oils and enamels, followed by artists' pastel chalks following final assembly.

FINAL ASSEMBLY

The completed three sub-assemblies came together as planned. The inner body assembly was first fixed to the chassis, and the outer body assembly carefully brought down over the top. Things were a little "springy" and a final draw-down with a miniature clamp was necessary before CA glue was used.

The final step in assembly was to add all the delicate pieces that needed to wait until after final assembly, such as vehicle signage, petrol can assemblies, spare tyres, and so forth. This was followed by the usual minor touch-up of finishes.

CONCLUSION

This was a really fun build/conversion using a rather basic kit. The challenges were many, and I could probably have gone further by adding more detailing and paraphernalia to further enrich the model. For the adventurous, doors could be cut out and shown in the "open" position. Hopefully, one of the manufacturers will think of producing this really unusual vehicle in either 1:35 or 1:48 scales. ■

Modelspec

AMT 1:25 Scale C11-ADF Conversion

The Kit

AMT's 1941 Ford Woody Stock in 1:25 scale (Kit No.30051) This is an older kit, which periodically re-appears in hobby shops. When unavailable, the kit can sometimes be found at swap-meets or on-line for about $10 (US).

Materials

Casting Resin from ACE Resin & Hobbies (aceresin.com)
3/64 Diamond pattern stamped brass screen from KS Metals, Chicago (Ace Hardware [USA] or at www.ksmetals.com) Stock NO. 02709

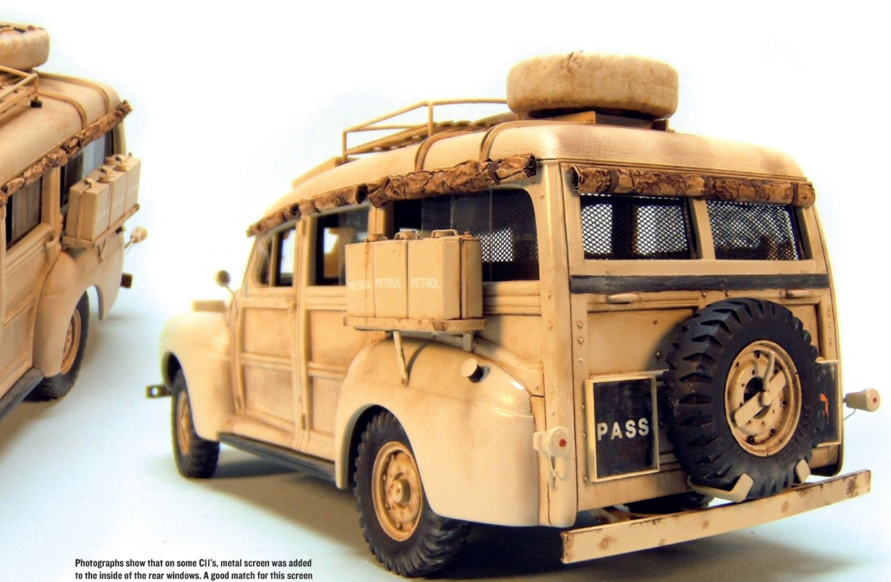
References

www.svsm.org/gallery/Ford C11ADF (open-top used by General Alexander)
www.afrikakorps.com
www.lrdg.org (newsletter No.10)
www.carbuffs.com ("1941 Ford Super Deluxe Woodie wagon") Photographs of a restored (non-military) station wagon.
www.oldwoodies.com (contains useful resources and a link to further C11-ADF information at Colin Steven's Canadian Military Vehicles).
Desert Raiders: Axis and Allied Special Forces
1940 - 43
Andrea Molinari. Battle Orders No.23, Osprey Publishing.

✓ A fun build and conversion.
✗ A rather basic kit.

Rating ●●●●●●●●○○

Base colours received a wash of Burnt Umber oil paint thinned with until it bled by capillary action into nooks and crannies, applied with a fine brush. Shading and highlighting was performed using a mixture of artists oils and enamels, followed by artists' pastel chalks following final assembly.



Photographs show that on some CII's, metal screen was added to the inside of the rear windows. A good match for this screen material was found at the local hardware store in the form of 3/64 – inch, diamond pattern stamped brass screen.

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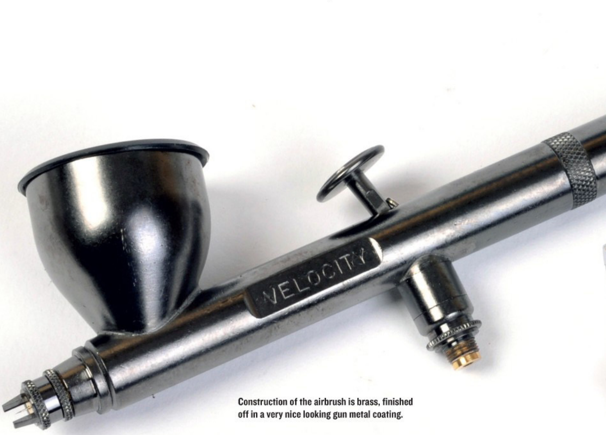


Construction of the airbrush is brass, finished off in a very nice looking gun metal coating.

The airbrush is protected inside by high-density foam.

Andrew Judson puts the new Badger Renegade R1-V Velocity Airbrush through its paces and is suitably impressed.

BADGER RENEGADE R1-

For many years I have been using a much-loved airbrush, but the old girl finally met its day and stopped on me.

Luckily for me I just received this beautiful piece of kit, the new Badger Renegade series Velocity Airbrush, and I could not wait to use it. Firstly, I decided to practice on some card and then put it to some use on my current project. In a nutshell, this is an easy to use and impressive piece of equipment.

So what do you get?

FIRST IMPRESSIONS

Well, for starters, Badger's Renegade R1-V airbrush comes packed in a very impressive hard case with a latch lock. Inside, it is lined with high-density foam to protect it from being damaged when being transported. There is a hose adapter that allows you to use an Iwata or Sparmax line, which is very handy and saved me from having to purchase another. Documentation comprises an information sheet offering parts breakdown, and a maintenance guide.

Last but most certainly not least is the airbrush itself.

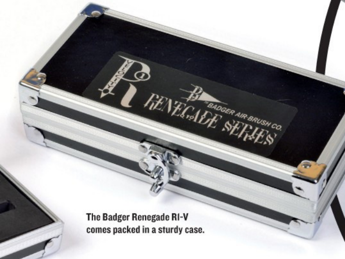
The Badger's Renegade R1-V airbrush is a gravity feed, dual action, internal mix item with a brass body, finished off in a very nice looking gun metal coating, giving it the appearance of stealth. It has a .21mm paint tip allowing for very fine work and feels well balanced when held in your hand. The tapered section at the rear of the brush adds to the comfort factor, though for me having previously used a plastic item, the weight took a little bit for me to get used to, though this is not a long-term issue. At the rear of the brush is a screw type needle adjustor, giving you an option of added control over spray width - a

Deutsche Wehrmacht

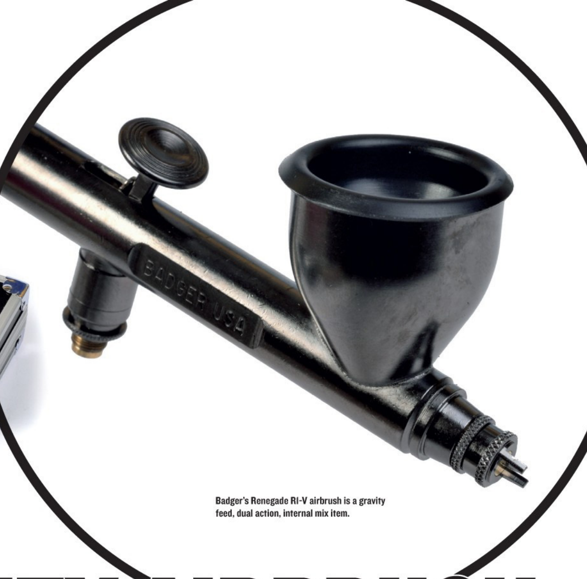
The test bed for the Badger Renegade R1-V airbrush is Trumpeter's 1:35 scale Triebwagen 51.

For information on this and the other airbrushes in this series, check out Badger's website www.badgerairbrush.com

Thanks to Badger Air-Brush Company for the sample.



The Badger Renegade RI-V comes packed in a sturdy case.



Badger's Renegade RI-V airbrush is a gravity feed, dual action, internal mix item.

Badger Air-Brush Co.
Renegade Series
R1V-Velocity

-V VELOCITY AIRBRUSH

nice touch. Another feature that I like is the double-pronged crown, giving a clear view of the needle, adding to easier adjustment and better control, especially when doing fine work.

FIRST USE

On first using the Badger Renegade R1-V, I was impressed with the results it offered, from nice fine lines, spots, broad lines and squiggles. The airbrush was equal to any challenge that I threw at it. I did have to play around with the thinning of the paints, and get used to the weight as mentioned but that wasn't anything major.

I also had to play around with the air pressure compared to my old item, but then this comes down to personal preference.

In the end it all came together and worked very well for me.

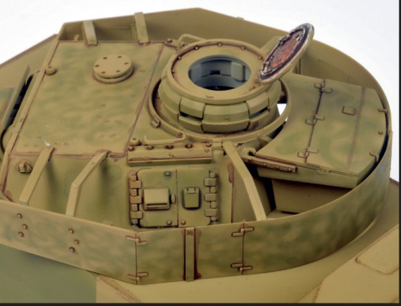
I have already started on my first all-Badger painting project, the Trumpeter 1:35 Triebwagen 51 to be featured in a later issue, and all the main painting has been done.

How did it all go you ask? Very well indeed, and the airbrush's performance is excellent.

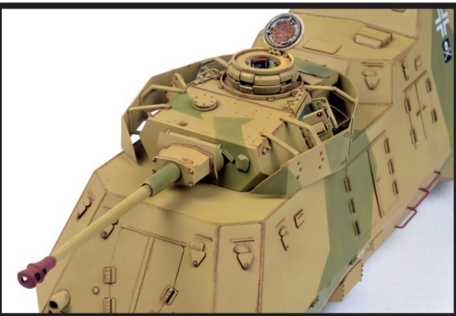
With the 1/4 oz fixed paint cup full, I was just about able to apply the base coat to the entire model, only adding a touch at the end, all due to the fantastic fine but even spray pattern. This is no mean feat when you consider the large bulk of this double-turreted pice of rolling stock. The hard edge camouflage pattern was easily applied using 10mm Tamiya tape. Staying close to the mask edges when spraying and filling in the centre made for minimal masking, no over spray, and an effective end result. Having the adjustment screw really came into play here.

Summing this up, what we have here is a stunning to look at, easy to use and maintain, high performance airbrush that will do more than just plastic models, and give you stunning end results on what ever your project may be.

Do I like it?
That would be a big yes!



Soft lines and mottling were applied easily freehand.



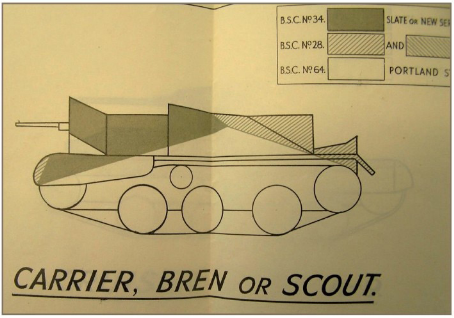
Hard edges were masked with Tamiya's 10mm tape with no evidence of paint buildup at the edges. We will see more of this model in a future issue of Model Military International.

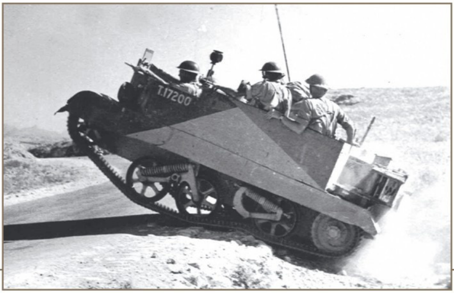
STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

PART FIVE - UNIVERSAL CARRIER

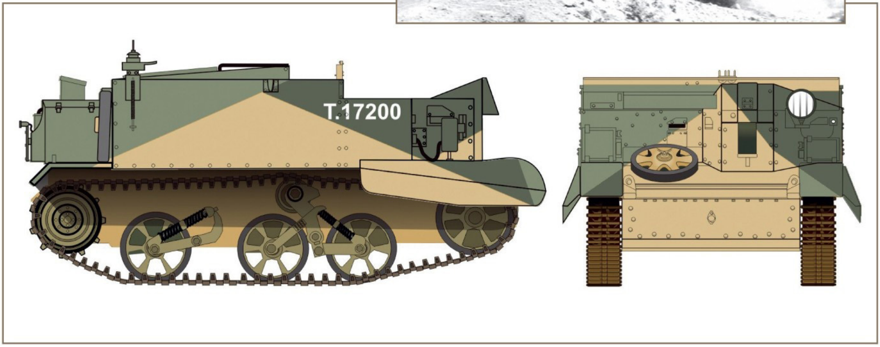
William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Five, William describes the application of Caunter camouflage to the Universal Carrier in the Middle East.

Many British and Commonwealth units operated the Universal Carrier and it is advised to check the references for a suitable candidate. Many examples of Caunter-painted Universal Carriers may be found in contemporary photos. The original drawing gives the overall outlay of the scheme in detail. Original drawings were used as a guide by the unit painter who also made some of his own modifications to the basic scheme. ■





(Top) The original drawings showing the scheme for the Universal Carrier.
(Right) This Carrier's scheme shows some difference to the original drawing.
(Below) The Universal Carrier showing a left and front view in the Caunter scheme.



HOBBY BOSS
ZSL-92 IFV
303
1/35 Scale ZSL-92 IFV HobbyBoss NO.82454

Markings are supplied for two specific vehicles, plus generic numbers for any number of ZSL-92s.

The Editor reviews the latest of HobbyBoss' indigenous Chinese military vehicles, the 1:35 scale ZSL-92 IFV.

RAPID-FIRING INFANTRY RIDE

The ZSL-92 6x6 Infantry Fighting Vehicle, also known as the Type 92, is a product of the China North Industries Group Corporation (NORINCO). The vehicle is based on the WZ551 (ZSL90) wheeled armoured vehicle first introduced in the mid-1980s, but with an improved diesel engine for better performance. The ZSL-92 was introduced to service with the People's Liberation Army in 1995, with a number of versions produced for a variety of combat and support mission tasks. The vehicle has also been exported to Sri Lanka and Pakistan.

The ZSL can carry up to nine troops in addition to its crew of three, and is equipped with the rapid firing ZPT90 25mm automatic cannon in a one-man turret. A coaxial 7.62mm Type 86 machine gun is also fitted.

HobbyBoss has expanded its range of local Chinese vehicles with this 1:35 scale ZSL-92 IFV. The kit comprises 244 parts in tan coloured plastic, a photo-etched fret, six vinyl tyres and a small sheet of clear acetate. Moulding quality is very good indeed, and sprue connection points are narrow for easy cleanup.

The six tyres are supplied in black vinyl.

Markings are provided for two specific vehicles. Camouflage for these are called out on a separate marking guide with five views in full colour. There are a number of photos of ZSL IFVs in digital camouflage as well, which would make for a very interesting subject!

All the hatches are supplied as separate parts but there is no interior. The useful photo-etched fret supplies brush guards for the headlights, an exhaust shield and mesh for the engine deck.

It is pleasing to see some of these hitherto unknown Chinese vehicles becoming available. HobbyBoss' 1:35 scale ZSL-92 IFV is a good quality model and should be a fairly straightforward build. I wonder when we will see some Chinese crews and infantry to go along with this new generation of vehicles? ■

Thanks to Creative Models Limited for the sample
www.creativemodels.co.uk

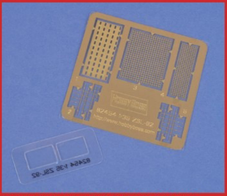
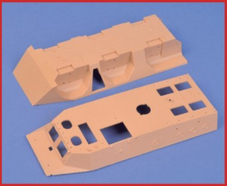
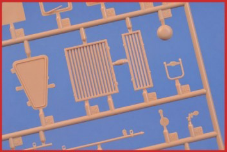


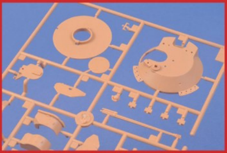
Photo-etched parts are included for the light guards, engine deck mesh and exhaust guards. Stamped acetate pieces are included for the clear vision blocks.



The hull parts are surprisingly large.



Moulding quality is very good.



The small turret is well depicted.

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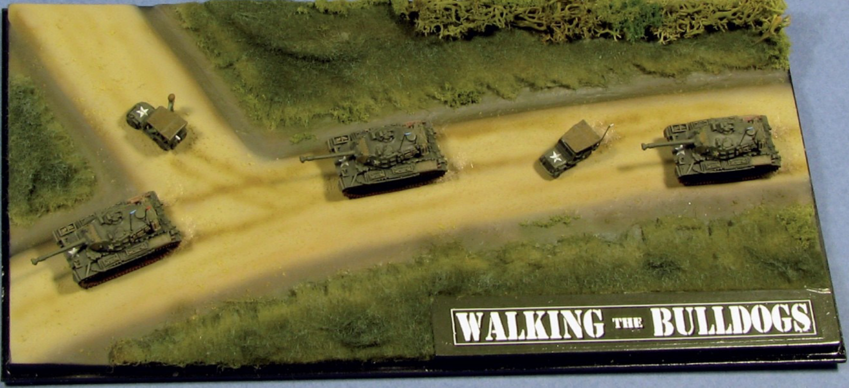


WALKING THE BULLDOGS

Bulldogs on the move.

Dave Aungst takes a walk on the small side, creating a diorama with three 1:285 scale white-metal Bulldogs and two Jeeps from GHQ.

I have a lot of GHQ micro-armour. The scale is 1:285, which makes them all pretty darned small. A box small enough to fit under my paint booth stool holds hundreds of micro-armour pieces. The detailing is exquisite, though. Because of the attention to detail and the fine quality moulding, I have read that GHQ micro-armour pieces are used by the US Army as training aides.

Micro-armour exists for the wargaming community. I have wargaming friends that have participated in huge battles at wargaming conventions using GHQ micro-armour. It is a whole sub-culture of its own. But, all that fine detailing on the pieces also lends itself to someone like me, just a modeller, to create dioramas using these pieces.

My eldest son is partially to blame for me doing this project. I got him started in the GHQ micro-armour a couple years ago, and he has been busy painting up his armour in various camouflages. Watching him work has reminded me that I too have quite a collection of GHQ micro-armour and have always wanted to do a diorama using these tiny tanks.

I got the final push from my modelling buddies. We have a calendar of sorts with topics to build throughout the year. The February topic is Targets. As primarily aircraft builders, this is our tongue-in-cheek way to refer to armour models. I do not own much armour in the traditional scales, but in 1:285 scale, I am well prepared. I decided to do a Targets diorama to satisfy the February block on our topics calendar.

The diorama in this posting is really a dry-run for a larger one I want to do someday. In the larger diorama, I want to show a bombed-out bridge and an armour column working their way around it using an M60 AVLB bridge-laying tank and a pontoon bridge. As a dry-run diorama, I decided to just show some armour transiting along a road.

THE STORYLINE

To simplify some details and allow the armour to be bunched up a little more, I decided to place this dry-run diorama in peacetime with the tanks just transiting along a stretch of road in a convoy. The Jeeps are shepherding the tanks along and stopping traffic at cross roads along the way. The name of the diorama -- "Walking the Bulldogs" -- came natural as a play on the tank name, Walker Bulldog.

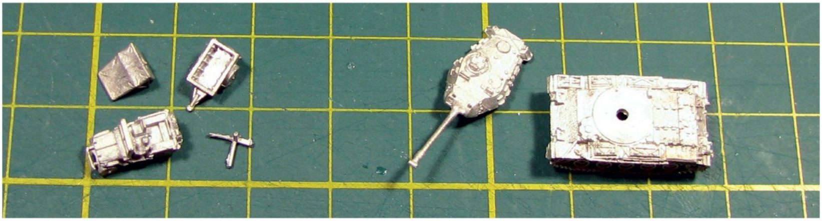
Right after I decided on this story line, I went surfing on the Internet to find some images of Bulldogs. What I found was a picture of pretty much exactly what I was looking to create. I saw this as divine providence and stepped up my effort to build the diorama.

THE KITS (IF YOU CAN CALL THEM THAT)

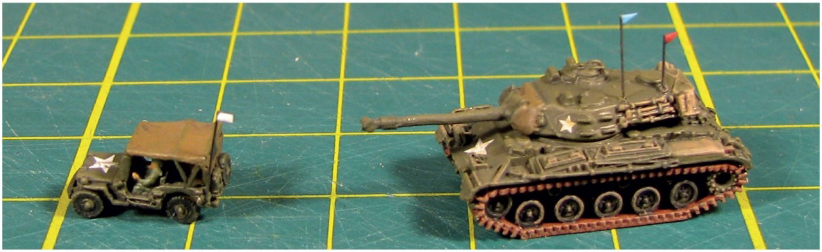
GHQ tanks generally come as two-piece mouldings with a solid hull and a separate turret. Most packages provide five tanks of whatever type you are buying. Where appropriate, they will also provide detail pieces like machine gun mounts and the like. All the piece are moulded in white metal. Some of the newer items have also started providing etched metal pieces to further enhance the details of the items.

I was originally planning to use M60s in this diorama. On looking through my box of micro-armour, I was reminded that I had picked up a set of M41 Walker Bulldogs. Then, the title of the diorama struck me -- "Walking the Bulldogs". I really liked this title and the tie-in to the name of the tanks. I adjusted my plans accordingly and singled out the Bulldogs for use in the diorama.

The Bulldogs come as two-piece mouldings as described above, with the tank hull as one piece and the turret as the other. Assembly is nothing more than attaching the turret to the hull. I delaid attaching them, though, until after the pieces were painted and decaled. I briefly considered drilling out the hatches and placing crew members sticking out of them. In the end, I was not



GHQ micro-armour kits are made up from a small number of white metal parts.



The tiny flags and pennants add a welcome splash of colour to these miniscule models.

up for that much tinkering with the pieces, so I left them with the hatches closed.

BASIC WHITE METAL "KITS"

The Jeeps are also two-piece mouldings. One piece is the jeep, itself, moulded with a driver in place in the left front seat. The other piece is the canvas roof. As provided in the "kit", there also is an open trailer for the Jeep to tow. If the roof is left off, the "kit" also provides a machine gun mount to place inside the Jeep. The Jeeps are moulded with the windshield being solid white metal. I considered cutting away the metal windshield and replacing it with a small piece of thin clear styrene, but like the tank crews, I was not feeling like tinkering that much. So I left the metal "windows" and just painted them black.

One thing I did want to do, which the GHQ web site says adds a lot to the pieces, is to add whip antennae. I checked out some references to find out where the whips, go, then drilled the pieces and added whips with 0.005" brass wire. To make the whips more visible, I added pennants to them. Some pictures I have seen of armour showed they occasionally carried pennants, and I wanted the extra splash of colour these tiny items added.

CAMOUFLAGE AND MARKINGS

Back when I was going to use M60s in the diorama, the armour pieces were going to be in four-colour MERDC camouflage. When I changed the tanks to being M41s, this changed the camouflage to overall green. I used Testor's Model Master Enamel Green Drab (F.S.34086). I probably should have primed the white metal before painting the Olive Drab, but I did not. I painted the Green Drab right on to the metal.

The Jeep bodies are also painted in Green Drab. I painted the interior areas in assorted colours to break up the "all one colour" look of the Jeeps. I used Wood to represent the flesh face and hand on the driver and SAC Bomber Green (F.S.34159) for the uniform. I also painted the canvas tops in Field Drab (F.S.30118) to make them different from the metal Jeep bodies and better represent them as the cloth items they are, not painted metal.

A very long time ago, MicroScale (before SuperScale existed) produced 1:285 scale decals for US micro-armour (stock#13-015). The sheet is a big collection of tiny white star insignia in a few different styles. I had picked up this sheet way back then as a source for tiny kill markings to use on my 1:48th scale aircraft models. I never expected to use the sheet for its intended use on 1:285 scale micro-armour. But, here I am. I pulled out the sheet and cut free the appropriately sized white stars to apply to the Bulldogs and Jeeps.

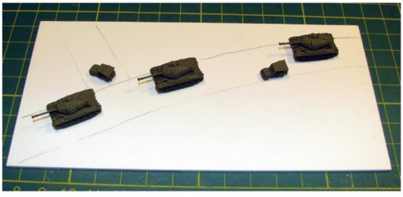
For weathering, I used my typical style of thinned down enamel paint washes -- in this case, just a black wash. I finished the weathering with some dry brushing to pop out the surface details. I dry brushed with Olive Drab, which is slightly lighter than the Green Drab of the tanks. I also did some dry brushing with Tan (F.S.30219) to represent dirt. I was pleased with the final results.

THE BASE

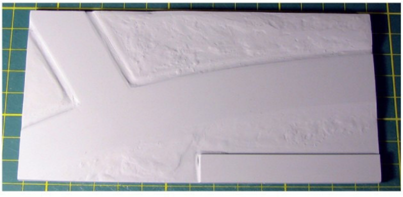
I wanted to try to keep the build time down by keeping the whole diorama a manageable size so I chose to make the overall diorama size rather small. I cut a three by six-inch piece of 0.060" plastic sheet to use as the base. In pencil, I laid out the rough place the road would go and tested the placement of the armour pieces. With the M60s, this space was tight, but workable. Changing to the M41s made things look a little less crowded.

With the size and general layout determined, my next task was to decide how the terrain would flow. In keeping with a simple layout, I ruled out steep hills or rock faces, instead going with a mostly flat, open terrain. I built up the terrain the same way I made my Runway Diorama with various thicknesses of sheet plastic and liberal amounts of super glue.

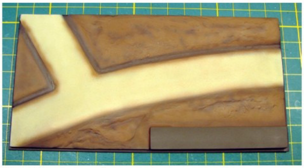
I cut the road from another piece of 0.060" plastic sheet, then blended it into the base piece. I sloped the ground away from the road in the foreground. ▶



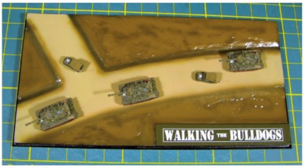
The basically built vehicles were test-fitted on a piece of 3" x 6" plastic sheet.



The road was cut from another piece of 0.060" plastic sheet, then blended it into the base piece.



The road is sand construction, not paved.



The scene is starting to come together now.

I added gutters to the road on the background side and then added a gentle hillside to the back of the diorama. I used some more 0.060" plastic sheet to make the nameplate in the lower right corner of the base.

The next step was to start painting. First, I painted the edges of the base in black. Then, painting from the inner portions toward the edges, I painted the terrain colours. This protected the black edges so they stayed black. The road is sand construction, not paved. Staying away from a paved road made it so I did not need to create decals for the stripes on a paved road. I painted the road in Armour Sand (F.S.30277). The dirt areas are Field Drab (F.S.30118). I mixed up some Field drab with a non-measured amount of black to darken it for the dark dirt colour. I misted some of these colours over each other to make a pleasing mottled appearance.

Foliage was next. Initially I was planning to only do grass land around the road, but I decided I wanted to mess with some more elaborate foliage. I had picked up some Woodland Scenics materials about twenty years ago for a diorama that is still waiting for me to work on it. I broke out this stuff for use on this diorama.

The grass was done as I did it in my Runway diorama, using some tan coloured felt. I cut it to basic size, then I shredded the edges to make it look more natural. I soaked the pieces with diluted white glue, then placed them on the diorama base. To add some depth, I applied additional felt pieces on top of the already placed pieces so that I have taller grass in some places. To make the felt green, I air brushed it in Dark Green (F.S.34079), then dry brushed it in SAC Bomber Green (F.S.34159).

The bushes on the base edge are mostly lichen from Woodland Scenics. The Spring Green colour best matched what I already had in place for the other colours on the base. I added to this some various colours of Course Turf to give it some more fullness. I did a misting of Dark Green over these to help it all better match the colours of the grass on the base.

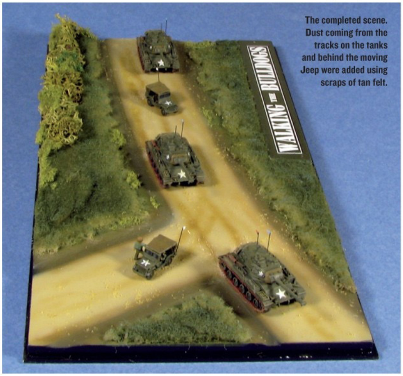
The last step was to add the name to the nameplate. I did this with a custom-printed nameplate decal. I custom printed the nameplate decal on my ALPS printer.

Conveying motion was one of the things that bothered me in the diorama. I wanted to try to make it clear that these were not parked vehicles strewn along a stretch of road. I decided to try something that I feel worked out pretty well. I added dust coming from the tracks on the tanks and behind the moving Jeep. This is nothing more than scraps of the tan felt I used for the grass. I stretched and pulled the felt out to thin threads, then glued it to the rear portions of the tank treads. The look gives the impression of dust and sand coming off the tank treads. It is not perfect, but I liked it.

The final step was to make a cover for the diorama. I did not want to have to dust this off after years of sitting on my display shelves. I think some of the details are not sturdy enough to stand up to being dusted. I picked up some clear acrylic sheet and cut it to size for the pieces of the cover. I glued it together using super glue. I worked hard to control the mess and was pleased with the final cover. I had planned for this cover from the start and created a lip all the way around the base in which the cover sits.

CONCLUSION

This was a nice little diversion from my normal comfort zone in 1:48th scale aircraft. I have seriously inspired my son with this diorama. He has all sorts of ideas about his own little diorama. I cannot wait to see what he comes up with. ■



The completed scene. Dust coming from the tracks on the tanks and behind the moving Jeep were added using scraps of tan felt.

Modelspec

M41 Walker Bulldogs (Item No. VN15) and Jeeps Item No. US11). GHQ, 1:285 scale

Accessories

MicroScale 1:285 scale decals for US micro-armour (Item No.13-015).

Paints used

Testor's Model Master Enamels: Green Drab (F.S.34086); SAC Bomber Green (F.S.34159); Field Drab (F.S.30118); Tan (F.S.30219)

✓ High quality considering their tiny size; easy to build - only two pieces! Small size suggests different uses that would be impossible in larger scales.

✗ Superior eyesight or Optivisor required!

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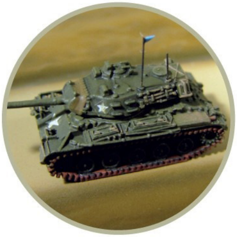
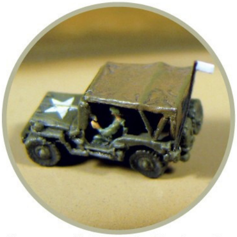
All good model shops Worldwide.

Rating ●●●●●●●●○○

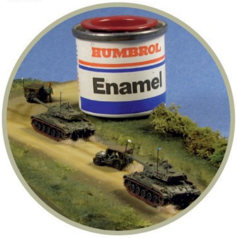
Foliage makes a difference to the base.



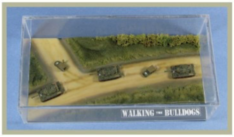
Thinned down enamel paint washes were used for weathering the vehicles, in this case just a black wash. Weathering was finished with some dry brushing to pop out the surface details.



The canvas top of the jeep was painted Testor's enamel Field Drab (F.S.30118) to lend some contrast to the green vehicles.



The scale of the diorama may be appreciated next to this tin of Humbrol enamel paint!



The final step was to make a cover for the diorama from acrylic sheet.

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CHERBOURG 1944

PART FOUR

In this instalment, **Justo Mira** describes the painting and placement of the big bridge, the debris, the railway lines and the boxcars in his 1:72 scale Cherbourg 1944 diorama.

TAMIYA COLOR
XF-2
FLAT WHITE

▲ The masonry elements of the big bridge received a base coat of Tamiya XF-2 Flat White.

AEROGRAPH
PERMANENT LIQUID ACRYLIC COLOR
816 VERDE OLIVA OLIVE GREEN
AEROGRAPH
PERMANENT LIQUID ACRYLIC COLOR
821 SOMBRA BURNT UMBER
vallejo

▲ Vallejo Aerograph paints were thinned and used to tint the white base coat.

The effect is quite subtle on the completed masonry base of the bridge. ▶

With the building and the base now in place, it was time to paint and place some of the major features to the diorama.

PAINTING THE METALLIC BRIDGE

In addition to the paints and weathering products used below, I applied a general wash with Humbrol 62 Leather over all the metal parts of the bridge. The metallic effect was further enhanced with the tip of a pencil. Pigments were applied over all the effects when the painting was finished.

Colours

Metallic Parts
- Base: Tamiya XF-63 German Grey + XF-53 Neutral Grey
- Lights and Base: Tamiya XF-2 Flat White
- Wash: Humbrol Matt 62 Leather
- Pigments: Mig Productions P029 Brick Dust

Wooden Parts
- On Gray Base, an intense wash with Vallejo Model Colour 941 Burnt Umber
- Dry-brush: Titan Oil Paint Yellow Ochre No. 88
- Pigments: P029 MIG

Masonry Parts
- Base: Tamiya XF-2 Flat White
- Wash: Vallejo Aerographic Olive Green 816 and Burnt Umber 821
- Dry-brush: Humbrol enamel Matt 34 White
- Dirt Effects: Titan Oil Paint Raw Umber No. 74

PAINTING AND PLACEMENT OF THE DEBRIS

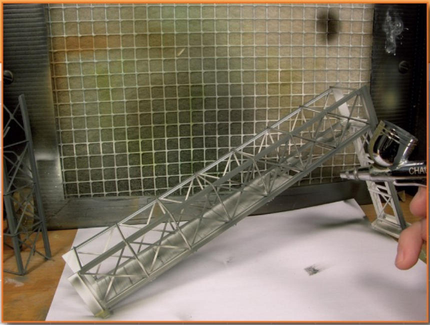
The debris was kept separate during the first stages of the painting process. For the red wooden planks, I used a sheet of 1mm wood and cut it into the appropriate shapes.

To paint the damaged railway ties, I dropped them into a container with an intense wash of oil then shook it vigorously. The ties were then removed and allowed to dry off in the sun. I used two wash tones so that there is some variety. In the photos, you can see the process of gluing the debris to the base. In conclusion, I scattered the general area with Mig Productions pigments, concentrating more in the areas close to the explosions.

PAINTING THE BOXCARS

The following paints and weathering products were used for painting the boxcars:

Colours Used For Boxcars
- Pre-Shading Coat: Tamiya XF-1 Black
- Base Wood: Tamiya XF-9 Hull Red + XF-7 Red
- Base Coat for Roof: Tamiya XF-25 Light Sea Grey + XF-53 Neutral Grey
- Base Coat for Wheels and Running Gear: Tamiya XF-1 Flat Black + XF-10 Brown
- Washes: Thinned Titan Oil Paint Raw Umber No. 74
- New wood: Vallejo Model Colour 909 Red Cadmium
- Dry-brush wood: Titan Oil Paint no 4 White + no 88 Yellow Ochre
- Dust and Dirt: Mig Pigments P039 Industrial City Dirt, P029 Brick Dust, P023 Black Smoke. ■



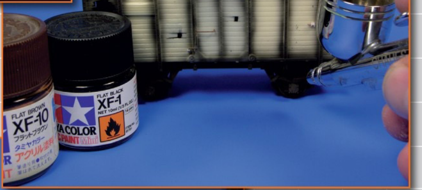
◀ The metallic sections of the bridge span were painted in a base coat of Tamiya XF-63 German Grey + XF-53 Neutral Grey

▲ The wooden walkways on the bridge received an intense wash with Vallejo Model Colour 941 Burnt Umber over the grey base coat.

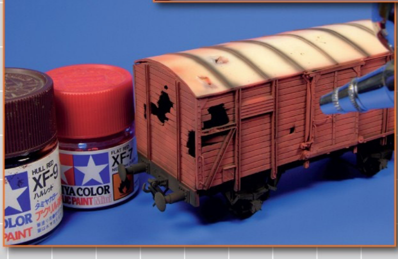
N.º 88
OCRE AMARILLO
YELLOW OCHRE
OCRE JAUNE
GELBOCKER
Serie 1
20ml

▲ The wooden planks were then dry-brushed with Titan Oil Paint Yellow Ochre No. 88.

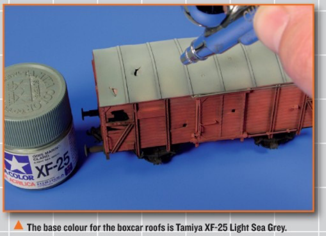
▲ The resin boxcar. The interior surfaces have been partially sprayed with Tamiya XF-1 Flat Black.



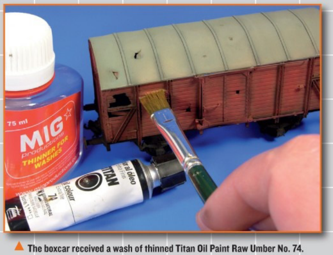
▲ A thin mix of Tamiya XF-1 Flat Black and XF-10 Flat Brown is being sprayed on structural features as a pre-shading coat.



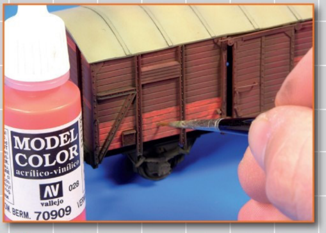
◀ The basic red colour is a mix of Tamiya acrylics – XF-7 Flat Red and XF-9 Hull Red.



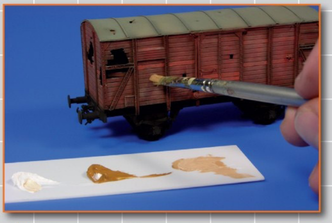
▲ The base colour for the boxcar roofs is Tamiya XF-25 Light Sea Grey.


75 ml
MIG productions
THINNER FOR WASHES
TITAN

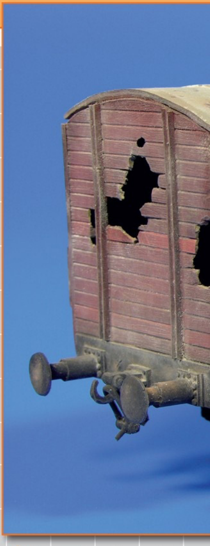
▲ The boxcar received a wash of thinned Titan Oil Paint Raw Umber No. 74.


MODEL COLOR
acrílico-vinílico
AV
vallejo
028
70909

▲ The fresh bright red sections of the carriage sides were painted using Vallejo 909 Red Cadmium.

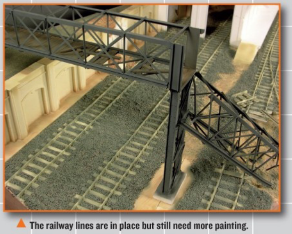


▲ The bright areas were blended and toned with a dry-brush of Titan Oil Paint no 4 White + no 88 Yellow Ochre.

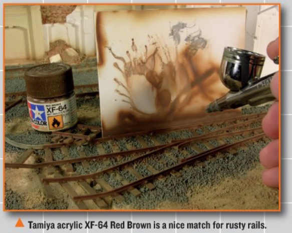


▲ A final coat of dust and dirt was added using Mig Pigments P039 Industrial City Dirt, P029 Brick Dust, P023 Black Smoke.

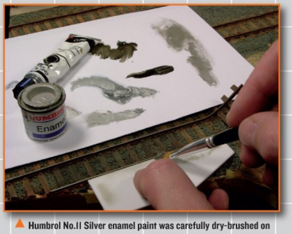
> **"The metallic effect was further enhanced with the tip of a pencil."**



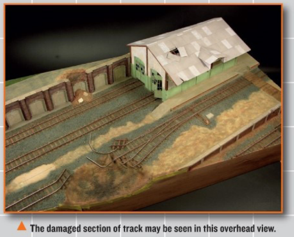
▲ The railway lines are in place but still need more painting.



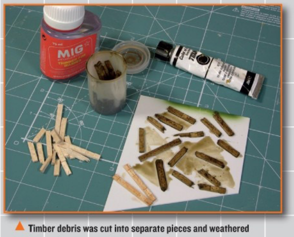
▲ Tamiya acrylic XF-64 Red Brown is a nice match for rusty rails.



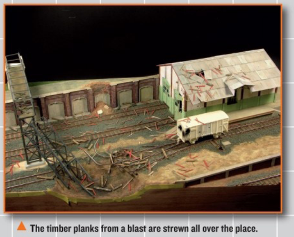
▲ Humbrol No.11 Silver enamel paint was carefully dry-brushed on to the top of the rails for a metallic effect.



▲ The damaged section of track may be seen in this overhead view.



▲ Timber debris was cut into separate pieces and weathered before placement on the base.



▲ The timber planks from a blast are strewn all over the place.

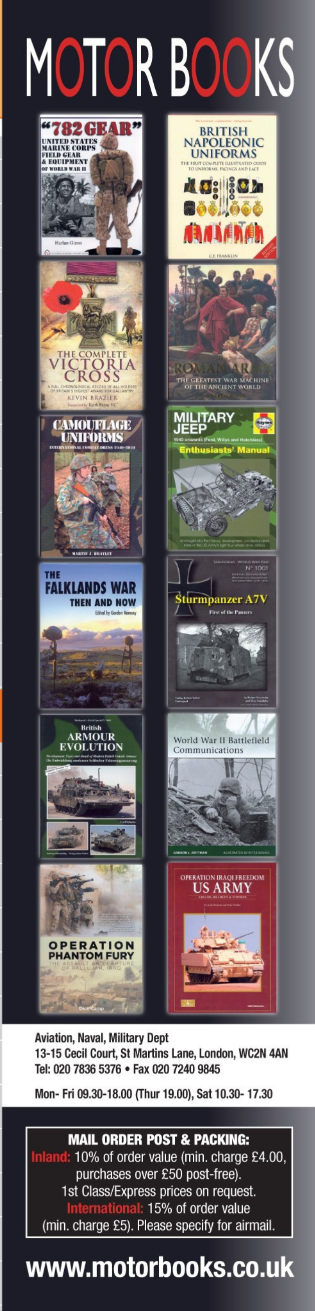
Ladeg
DR
Kassel
65 670
G10

Small pieces of debris are carefully placed on the groundwork and over the timber planks.

The scene is damped down with a water spray.

White glue is used sparingly to secure the debris to the base.

NEXT TIME: Justo will describe how he painted the vehicles, the figures and placed all the elements in the completed diorama.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1:35 '39-'45 SERIES
Flak 38(t) Ausf. M Late Production
Smart Kit
DRAGON

Graham Tetley examines the revised 1:35 scale Dragon Flakpanzer 38(t), and discovers that the errors of the initial release have been corrected.

SECOND TIME'S THE CHARM

Two years ago Dragon gave us Kit No. 6469, the Flakpanzer 38(t) Ausf L, and came in for some criticism in that they had included the incorrect type of gun and drive sprockets with that model. Now, if like me, you do not strive 100% total accuracy then these points may not have been a concern to you. But if accuracy is your thing then this release will answer your prayers. Dragon has listened to feedback and have improved that earlier release by correcting the errors of the first kit.

In typical Dragon style you get a box with lovely Ron Volstad artwork on the top and CAD images around the sides and bottom. It is filled to the brim with approximately 780 parts, both plastic and photo etch, Magic track, decals, and a piece of wire rope. However, you get approximately 250 unused parts that include a load of Gen 2 helmets, entrenching tools, water bottles, tools etc plus almost 3 entire sprues of the 38(t) Ausf G sprues . I guess that if you have any of the old Maquette kits then these spares will be manna from heaven.

This kit is a combination of parts from previous and current Dragon offerings but contains most of the contents of kit 6469. So what is different in this kit compared to the earlier release?

Sprue A has been retooled to give us new towing shackles, sprockets, and roadwheels with more detailed rims. On the previous kit you got these roadwheels on Sprue W, but that has now been replaced. Sprue RB has two new parts added, but the Flak sprues A & B have had the gun base and trolley frame snipped off. This is rather strange as Dragon still include all of the fixtures and fittings for these which are now consigned to the spares box. The only fully original sprue in this kit is sprue D which includes the parts for the later style flak gun.

A sea of blue – plenty of extra parts for the spares box!

My kit is cleanly molded with no flash whatsoever and in typical Dragon light grey styrene.

The lower hull tub comes with the floor and sides molded as one, making construction easier and ensuring that everything will line up. There is detail on the insides of this part due to the fact that the kit comes with a detailed engine and driver's compartment. Whilst you can leave the driver's and transmission inspection hatches open very little can be seen of the detail here. Fortunately the engine access plates can be displayed fully open to show off the engine compartment and the Praga 6 cylinder petrol engine, fuel tanks and rear radiator if you so wish. Worthy of note is the lack of ejector pin marks on the parts that really matter, namely the insides of the main fighting compartment plates.

The fighting compartment is made of eight separate plates with attached plastic and etched parts. Care will be needed here but this parts breakdown allows the fighting compartment sides to be displayed raised or lowered. Detail is well done and abundant everywhere, especially the complex mounting for the flak gun and the treadplate on the floor parts.

The Flak 38 is a kit in itself with aforementioned new Sprue D giving the revised parts for the model of gun used on this vehicle. The barrel has a hollowed out muzzle and looks quite presentable, however there are plenty of turned brass alternatives if that is your preference. The etch gives you the shell ejection cage, gun shield and other assorted items, but note that the gun shield also comes as a plastic part if you prefer it that way.

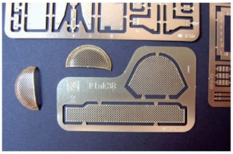
Markings are simple and give you options for four vehicles, three of those from the 12 Panzer Division in France, 1944 and one for the test vehicle.

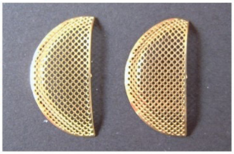
So, in conclusion, this is a typically well-moulded Dragon kit that corrects the errors of the first issue, showing that Dragon acts on feedback. You have a complete package of plastic, etch and individual track links that will keep most of us happy, and your spares box will certainly benefit from the multitude of spares. Looking around on the internet you will find a review by Terry Ashley that states the dimensions of this kit match the available plans, so that is good enough for me. I would not recommend this kit to novice builders, but this is a superb out of the box model that just needs figures adding.

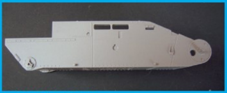
Highly Recommended. ■

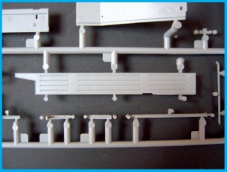
Thanks to The Hobby Company Limited for the sample www.hobbyco.net

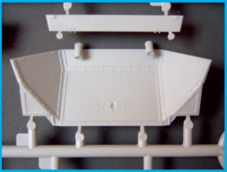
The goody bag!

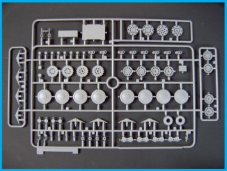

Flak 38 shell cage etch.

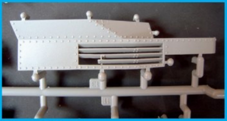

Lovely pre-formed shell ejection cage.

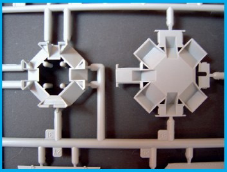

Lovely detail on the hull.

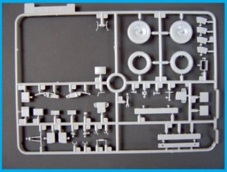

Even the undersides of the fenders are detailed.


Not an ejector pin park in sight.


The re-tooled Sprue A.


Slide-moulded louvres.


The Flak mount.


The missing Flak carriage.

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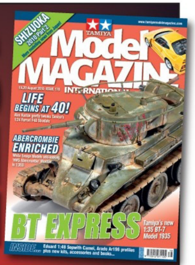
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Tamiya's new 1:35 BT-7 Model 1935
INSIDE...

Tamiya Model Magazine International 178 - August10

- TMMI's Editor builds Tamiya's new BT-7 tank, adding some detail enhancements along the way
- Alex Kustov applies his special treatment to Tamiya's 1:24 Ferrari F40
- Eduard's lovely 1:48 Sopwith Camel with extra detail
- The Roberts Class Monitor 'HMS Abercrombie' from White Ensign Models

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Building & detailing the Trumpeter 1:24 kit
RAF MUSTANGS Pt.3

Model Airplane International 061 - August10

- Kwik Builds of the AFV Club 1:48 F-5E by Steve A.Evans, AZ Model 1:72 Spitfire Mk I 'Early' by Libor Jekl, ICM 1:72 MiG-25PD by Ken Duffey, Kora 1:72 A8V-1 by Frank T. Cuden and Xtrakit 1:72 Swift FR.5 by Richard A. Franks
- Andy Ieronymides builds and details the Bf 109G-10 in 1:24 from Trumpeter
- Achieving an effective grey/white scheme on the Airfix 1:72 Nimrod by John 'Tigger' Wilkes
- Jeroen Veen builds Tamiya's superb new 1:32 Spitfire Mk IXc

and much more...

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Tel:01525 222573·Fax:01525 222574·Email:editor@modelmilitary.com

September 4th
Cornish Scale Modellers (IPMS West Cornwall) annual model show will be held on 4 September 20101 at St.John's Hall, Alverton St.Penzance, TR18 2QR from 10:00-16:30.
There will be Clubs, Traders, & Competitions on the day.
Admission - adults £1.50, children £1.
Contact Tim Rowley (Chairman) 01736 757945 or Dave Edwards 01736 360683. e-mail ipmswestcornwall@hotmail.co.uk

September 5th
South Wales MAFVA Open Afternoon.
The South Wales Branch of the Miniature Armoured Fighting Vehicle Association (MAFVA) are having an Open Afternoon on Sunday 5th September 2010 at St. Johns Church Hall, Rachel Close, Danescourt, Cardiff, CF5 2SH from 2.30pm to 5.00pm, free admission.
On display will be a good selection of models built by members of the Branch, covering periods from WWII to the present day with models from a variety of different nationalities. There will also be displays by some of our modelling friends from South Wales.
You are invited to come along and see what we do and to ask us any questions about how we made our models or about how you can improve your hobby by joining an association such as the MAFVA.
For further details please contact: Paul Gandy, South Wales MAFVA Branch Secretary, 2 Maes Y Grug, Church Village, Pontypridd, CF38 1UN. Tel:01443 208447

September 19th
The Sutton Coldfield Model Makers Society Model Spectacular 2010 will be held on Sunday 19th September from 10.00am to 4.30pm. There will be a model competition in Junior & Senior categories, Visiting Clubs and Traders.
Admission £3.00,
Concessions £2.00
Contact Point for Clubs – Matt Johnson 01827 61155
Contact Point for Traders – Robert Day 0176 654 0469
http:suttonmodellers.fotopic.net

October 3rd
The 2010 East Anglian Model Show will take place on Sunday, 3 Oct 10, at Ipswich Town Football Club, Portman Road, IPSWICH, Suffolk IP1 2DA, between 10:00am and 4:00pm. Admission is £3.00 for adults, £1.00 for accompanied children (12 years and under) and £1.50 for concessions and unaccompanied children. The event incorporates the East Anglian Model Competition, which features specially commissioned winners' medals that are attractive and truly unique. A bar and refreshments are available throughout the day. More information may be found online at www.ipms-ipswich.org.uk, or by email to Kelvin English at kelvin.english@live.co.uk

October 10th - CANCELLED
EAST ANGLIAN MODEL SHOW
It is with great regret that I have to inform you that our East Anglian Model Show will not be going ahead on Oct 10.
We apologise for any inconvenience this might cause.
Kev Baxter, Secretary, IPMS Ipswich

October 23rd
Help For Heroes Model Show.
On Saturday 23rd October 2010 between 10am and 4pm Bognor Military Modelling and Wargaming Society will be holding their annual open day at the West Meads Community Hall, Bognor Regis PO21 5SB. On display will be members completed work and works in progress, the wargaming members will have a game in progress for visitors to join in if they wish. Also on display we normally have some military memorabilia that members have collected.
Attending this year will be The Airbrush Company who will be demonstrating airbrushing techniques along with Great Wall Hobby kits, Lion Roar accessories and Lifecolour paint range. For the second year running Dispatch Books will be in attendance with a selection of pre-owned military and non military titles.
Each year we choose a charity to support and this year it will be Help for Heroes who will have a representative and merchandise for sale, entry is by donation to Help for Heroes, money generated from the Open Day will go forward to Help for Heroes to transform the lives of wounded service personnel.
Two free car parks are available along with refreshments available during the show.
For any further information contact Nick Sandford by e-mail: nick_sandford@hotmail.com

October 20th-24th
IPMS HELLAS ANNUAL EXPO-COMPETITION.
The IPMS-Hellas Annual Expo - Competition, will take place from 20 to 24 October 2010, at the Apollo Multi-purpose venue in Piraeus, Greece. (see the map here: www.nomarhiapeiraia.gr/Templates/polihoros/7.htm)
The competition will be held in the Main Hall and this year there shall be a separate hall for the trade stands.
For more information visit www.ipms-hellas.gr/index_UK.htm
Or contact us at this e-mail: ipms-hellas@windowslive.com

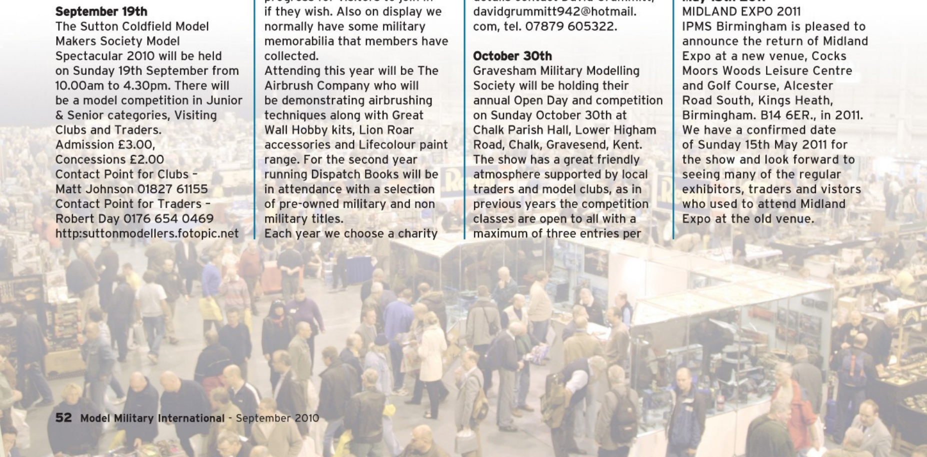
October 23rd
North Surrey Military Modelling Group Annual Show.
North Surrey Military Modelling Group will be holding its annual show and open competition at the Thomas Wall Centre, Benfleet Avenue, Sutton, SM1 4DP on Saturday 23 October 2010. The usual array of traders and clubs will be in attendance and modellers of all subjects are invited to attend. Further details contact David Grummitt, davidgrummitt942@hotmail.com, tel. 07879 605322.

October 30th
Gravesham Military Modelling Society will be holding their annual Open Day and competition on Sunday October 30th at Chalk Parish Hall, Lower Higham Road, Chalk, Gravesend, Kent. The show has a great friendly atmosphere supported by local traders and model clubs, as in previous years the competition classes are open to all with a maximum of three entries per person in any one class.
Doors open at 10.00 until 16.00.
For further details and bookings please contact Jean Bickerstaff on 01474 327003
G.M.M.S. web site may be found at www.gmms.org.uk
Sat Nav post code DA12 2NB

November 4th-7th
HELLENIC MODELLERS GROUP
One of the biggest Plastic Modelling Events, with more than 300 models on display, will take place in Aigio-Greece from 4 to 7 November 2010.
The show will include modelling competitions open to members and non-members and will also have trade stands. There is free entrance to the exhibition and all are welcome to attend.
More information can be found on www.helmo.gr
Contact Nick Oliver Kalimeris - Tel 01865763997

November 6th
IPMS MIDDLE TENNESSEE MODEL CONTEST
IPMS Middle Tennessee will be hosting their club contest on 6 November 2010.
The venue will be the Rutherford County Agricultural Center, 315 Rice Blvd, Murfreesboro, TN 37129, USA.
Doors open for vendors at 6:30am, and for the public at 8:00am.
For additional information please contact Novus Henry by email on nhenryjr@bellsouth.net or by phone on (615)-478-2305; or Tom Winter by email at a330driver@bellsouth.net or by phone on (615)-479-7737.

May 15th 2011
MIDLAND EXPO 2011
IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011. We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and vistors who used to attend Midland Expo at the old venue.



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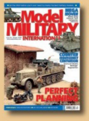

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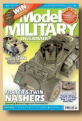

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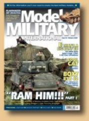

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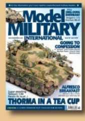

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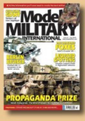

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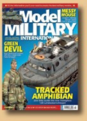

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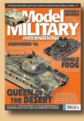

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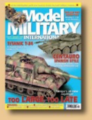

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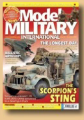

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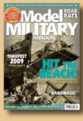

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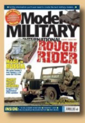

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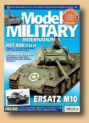

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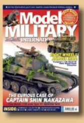

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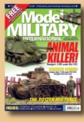

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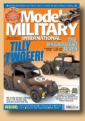

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Figures - A round-up of the latest figure sets on release...

EVOLUTION MINIATURES
GERMAN GEBIRGSJAGER 1944
EM-35029

EVOLUTION MINIATURES

1:35 GERMAN GEBIRGSJAGER 1944
ITEM NO. EM-35029

Evolution Miniatures is a new company to me, and I did not hesitate when I was offered these three figure sets for review. The first subject today is a German Gebirgsjager in 1944. The figure comes in the form of eight grey resin parts, very well cast and with very lovely detail throughout. Care will be required when removing the weapon from its casting block. The pose is very natural and relaxed. I am sure will go well in any diorama or vignette.
Looking at the box art, you can see this is a nice figure, but looking at the figure without paint and you can really see its high quality.
My only criticism of this would be its size for 1:35 scale. It is quite big when compared to other brands. Overall, however, this is a great figure from what I believe is a fairly new company.
Highly Recommended.

EVOLUTION MINIATURES
EM-35032

EVOLUTION MINIATURES

1:35 GERMAN TANKMEN "BAKERS DOZEN"-1
ITEM NO. EM-35032

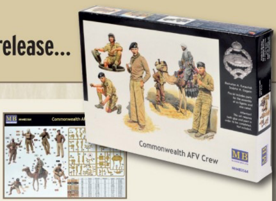
This is the second set of figures from Evolution Miniatures that I will be reviewing and yet again, I am very impressed. This time it is a pair of German Tankers to sit in a Panzer III or IV.
Both figures are cast in grey resin and there are eight parts in total for both figures. Detail is very nice and crisp and cleaning will be minimal.
One thing I really like is the fact that both of these are full figures and not half like a lot of tankers are. They are both very well posed and are dressed in winter uniforms, so get ready for those white wash schemes.
Yet again I believe that the box art does not give these justice for what you actually get and again the size of these is rather big for 1:35 scale.
Both are very nice figures and will look great sitting in the turret of any Panzer III/IV.
Highly Recommended.

EVOLUTION MINIATURES
AMERICAN MARINES, VIETNAM
EM-35031

EVOLUTION MINIATURES

1:35 AMERICAN MARINES, VIETNAM • ITEM NO. EM-35031

This is the last of the sets that I received for review, and I must say that it is my favourite of the lot, though being more into modern subjects this may be a biased opinion.
In this set you get a pair of US Marines in Vietnam in a relaxed pose, as though they are on a break during a patrol or pulling guard duty on a firebase somewhere.
These are a little more detailed than the previous sets with a total of ten grey resin parts, all very well detailed, though care will be required when removing the well-detailed M16s from their casting blocks, especially the barrels that seem to have quite a fair size holding section. I can see these breaking in the process without due care.
I really like the poses of both of these and also the fact that they really capture the Marine look with the way they wear their uniforms and the subtle differences between them. An example is one is wearing a flak jacket, with all his pockets crammed with gear, the other more lightly dressed and in need of a new uniform, often the case in Vietnam.
You could paint these as per box art in the standard green though with a leaf pattern you could turn these into Recon Marines. Either way, they are very nice figures and I hope more come out in the future.
Awesome.
Thanks to Evolution Miniatures for the samples www.evolution-miniatures.com
Andrew Judson



MASTER BOX LTD

1:35 COMMONWEALTH AFV CREW
ITEM NO. MB3564

Master Box from Ukraine is keeping up a challenging release schedule of new figure kits. One of their latest is entitled "Commonwealth AFV Crew". The title of this 1:35 scale set sells it somewhat short, as it includes more than just AFV Crew figures. The three figures that fit the box's description are very nicely done though.
A Commander is sitting in his turret hatch, with another crew figure kneeling and a third leaning against an unseen object and eating from a can with a spoon. The first two crew figures are clearly wearing tropical garb, with shorts and rolled up sleeves, while the hungry crewman is wearing more generic summer tanker's overalls.
In addition to these three figures, we have the almost ubiquitous Field Marshall Bernard Law Montgomery, a.k.a. Monty, with his equally ubiquitous pullover and cup of tea. But wait, there's more! An Indian soldier in Commonwealth battle dress is standing and talking to an Arab on a camel. Moulding quality of the six figures (and the camel) is to a very high standard and detail is good. The part numbers and paints are laid out on the back of the package, along with colour photographs of each of the completed and painted figures.
Master Box's 1:35 scale "Commonwealth AFV Crew" set offers some interesting potential for dioramas and vignettes.
Highly Recommended.
Master Box is available from Creative Models UK www.creativemodels.co.uk
Brett Green

Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
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The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.

1:48 SCALE MUSINGS

Greetings: I am a long-in-the-tooth, longtime military miniature enthusiast. Over five decades my interests have included 54mm to 120mm figures of all periods and 28mm to 30mm wargame figures of several periods. I have subscribed to more military hobby magazines than I can remember. Most of them are now defunct, sad to say. Only recently, have I begun my subscription to your MMI and I am very pleased with your product. One of my current passions is and has been for some time, World War II. In addition to the so called 28mm figures readily available the need for armored and other vehicles is substantial if one wants to do some realistic wargaming in the period. Years ago, I started to look around for suitable tanks and other vehicles that would be appropriate for 30mm figures. My first success was in finding and collecting a substantial number of tanks, etc, produced by the French firm Solido, die cast metal items 1:50 . A nice range but quite toy-like and not completely satisfactory for a modeller used to detail. Some figure manufacturers produced a limited number of items in white metal, but they were rather crude. And then I got into 1:48 plastic models by Fuman and the like. These examples were quite detailed, fun to assemble and even more satisfying to paint and weather, and so forth. Tamiya has turned out to be the big dog (and almost the only dog) in the 1:48 game. However, as I am sure you know, their products are very fine and the range is growing, although slowly.

Now for some news of my recent discovery, which may be old news to some. Last week I was in Paris and attended the World Modelling Exposition, a huge event. There I came across Wespe Models Romania. who offers a vast range of 1:48 military vehicle kits in resin. His catalogue offers great numbers of items not only in 1:48 but also in 1:35, 1:72 and even 1:87. They can be reached at www.wespemodels.ro or wespe@wespemodels.ro. Their full color photo catalogue is a joy just to look at. Having only just returned to New York City, I have not yet begun to build one of the several kits I came away with so I cannot vouch for the quality of the products until I do so. This new and vast offering has nice implications for those of us who wargame in 28mm WWII. and also love to assemble and paint quality models. By the way, it might be a good idea for your magazine's 1:48 section to talk about the usefulness of modelling tanks, etc. as an adjunct to wargaming and it might increase your number of readers.

Good luck with MMI. You have become my English language alternative to Steel Master (in French).

Dick Heath

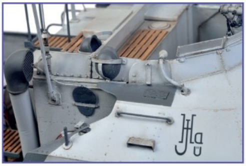
ED SAYS:* *Hi Dick, Thanks for the interesting information about Wespe Models of Romania.

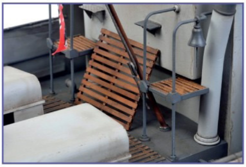
SCHNELLBOOT DETAILS

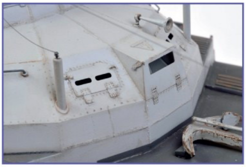
I am writing to you with regards to the Schnellboot build in Issue 50. I thought the article was very good, as this is a kit that I'm really interested in building, but there are very few build logs on the subject. The reason that I found the article interesting was that it mentioned a lot of scratch built items and additional details to further improve the kit. Is there any chance you could provide details of what the detail added to the binoculars and targeting computer was in a future issue? Still a great magazine, and looking forward to re-subscribing again.

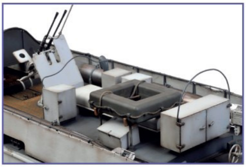
Cheers,
Toby Knight

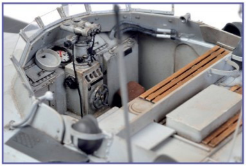
ED SAYS:* *Hi Toby, I will ask Chris for a few more details.
In the meantime, here are some more photos of Chris's beautifully detailed S-Boot that we did not have space for in Issue 50.











BLACKEN-IT

Hi Brett, I must say, that you have been doing a sterling job since you took over at the helm of MMI.

I have recently started to get into metal tracks for my kits and have just had Friulmodel Famo tracks for my Tamiya kit delivered. I have heard that "BLACKEN-IT" is good for these, but I can't seem to find it anywhere in the UK.

Do you or any of the readers know where I can get it?

Alan Newman
UK

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ED SAYS:* *Hi Alan, Thanks for the kind words. Although it would appear that Blacken-It is not available directly in the UK, it may be sourced from a number of international hobby retailers with an Internet presence. There are also a number of other products that do the same job as Blacken-It. These include Black Magic, which I used on my recent ISU-152 and BT-7 projects, and Carr's Metal Blackeners.

In Europe, Carr's Metal Blackeners may be purchased from the following retailers: C+L Finescale: http://www.finescale.org.uk/show_page.php?pid=102
'O' Gauge: http://www.ogauge.co.uk/carrs.html (then scroll down)
Chronos Engineering: http://chronos.ltd.uk/acatalog/index.html?http%3A//chronos.ltd.uk/acatalog/Chronos_Catalogue_Metalblacking_Products_187.html&CatalogBody
I hope that this helps, and good luck with your metal blackening!

VOYAGER MODEL

1:35 SCALE

RESIN AND METAL UPGRADES

PEA 197 – MODERN US AFV ANTENNA BASE SET 1
PEA 199 – M1117 ROAD WHEELS
PEA 202 – MODERN RUSSIAN AFV SMOKE DISCHARGERS W/COVER (16 SETS)
PEA 210 – MODERN RUSSIAN AFV ANTENNA BASE SET 1
PEA 211 – MODERN RUSSIAN AFV SMOKE DISCHARGERS (EMPTY – 16 SETS)
VBS 0151 – GERMAN 20MM FLAK 18/36/37 BARREL

PHOTO-ETCHED UPGRADES

PE 35197 – M26 PERSHING FOR TAMIYA KIT
PE 35335 – SD.KFZ.7 LATE PRODUCTION FOR DRAGON KIT
PE 35336 – SD.KFZ.7 LATE PRODUCTION CARGO BAY FOR DRAGON KIT
PE 35345 – STUG IV EARLY PRODUCTION
PE 35347 – M1117 GUARDIAN ARMOURED SECURITY VEHICLE
PE 35348 – 8.8CM PAK 43/3 L/71 FOR DRAGON KIT
PE 35349 – 8.8CM FLAK 37 FOR DRAGON KIT
PE 35357 – SCHWERER PANZERSPAHWAGEN (3 IN 1) FOR DRAGON KIT
PE 35365 – FLAK PANTHER AUSF. D FLAK 38 FOR DRAGON KIT
PE 35366 – CHINESE PLA ZSL-92 IFV FOR HOBBYBOSS

Voyager Model from Shanghai keep up their prolific monthly release schedule with another 16 new update sets in 1:35 scale.

The sole resin set this time around is a set of replacement wheels for Trumpeter's 1:35 scale M1117 Guardian kit. The wheels are supplied with the casting blocks already removed and only a small amount of waste to clean up prior to installation. Photo-etched stand-off hub covers are also included. The wheels have the same tread pattern as those of the kit, and this set will appeal to the many modelers who do not like the vinyl tyres on their models. The avid Guardian fan will also be pleased to see PE 35347, a photo-etched update set for the same Trumpeter kit. In addition to three busy frets of photo-etch with mesh, louvers and many tiny details, this set also offers turned metal and resin smoke dischargers, metal antenna bases and resin jerry cans.

Nine more sets have been released in Voyager's PE series, including one for the brand new Dragon Flak Panther Ausf. D (which adds eight metal shells to the photo-etched detail, the Flak 37 and Pak 43 88mm guns, the Dragon StuG IV early version (with resin and metal details), the Dragon Schwerer Panzerspahwagen rail car (plus resin jack and a few other goodxies), the Tamiya M26 Pershing (with metal springs and resin vision blocks, light and tow cable ends), and even for the HobbyBoss ZSL-92 IFV reviewed elsewhere on page 41 of this issue.

There are two releases for Dragon's Sd.Kfz. 7 Late Production kit – a replacement photo-etched cargo bay and a general photo-etched upgrade that replaces the entire engine compartment cover, amongst other things.

Also in this month's pile are some dedicated turned metal accessories covering AFV smoke dischargers, antenna bases and an exquisite 20mm Flak 18/36/37 barrel with a perforated muzzle brake.

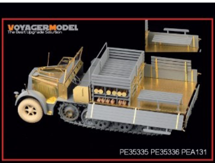
The photo-etched sets will best be attempted by the experienced modeler, but the results will be stunning given equal applications of skill and patience. The resin wheels and the turned metal accessories in the VBS and PEA series are well withing within the capabilities of the average modeller.

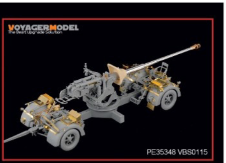
All Highly Recommended to experienced modellers.

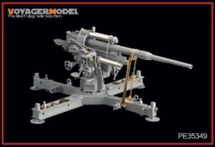
Thanks to Voyager Model for the samples www.voyagermodel.com

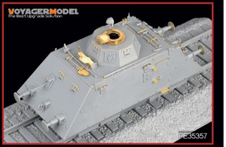
Voyager is available in Australia from Creative Models Australia www.creativemodels.com.au

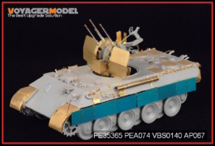
Brett Green

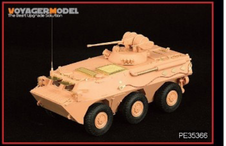

VOYAGERMODEL
The Best Upgrade Solution
PE35335 PE35336 PEA131


VOYAGERMODEL
The Best Upgrade Solution
PE35348 VBS0115

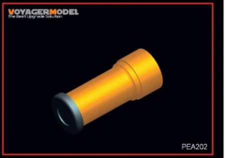

VOYAGERMODEL
The Best Upgrade Solution
PE35349


VOYAGERMODEL
The Best Upgrade Solution
PE35357

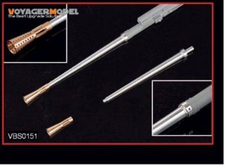

VOYAGERMODEL
The Best Upgrade Solution
PE35365 PEA074 VBS0140 AP067


VOYAGERMODEL
The Best Upgrade Solution
PE35366

VOYAGERMODEL
VOYAGERMODEL
The Best Upgrade Solution


VOYAGERMODEL
The Best Upgrade Solution
PEA202

VOYAGERMODEL
The Best Upgrade Solution
PEA210


VOYAGERMODEL
VBS0151

KAMIZUKURI PAPER PLANT SET

1:35 SCALE JUNGLE – A • ITEM NO. A-22-A

Kamizukuri is a Japanese company that produces laser cut modelling products. I am a recent convert to their cause after using a set of laser cut foliage on my Tamiya BT-7 in Issue 52 of Model Military International.

Set Number A-22-A is entitled "Jungle – A". This set comprises a single sheet of laser-cut paper with five different styles of jungle leaves. Each leaf is connected by between two and four narrow strips of paper.

The leaves may be painted with an airbrush prior to removing them from the surrounding sheet. I also picked out details with a fine brush before freeing the individual foliage with the tip of a sharp scalpel.

English instructions can be found on the Tasca website: www.tasca-modellismo.com/english/item4.html.

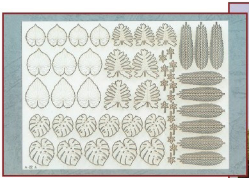
The Kamizukuri website also offers some very helpful photos for inspiration too: www.kamizukuri.jp/diorama/goods_L/karehaoll.jpg.

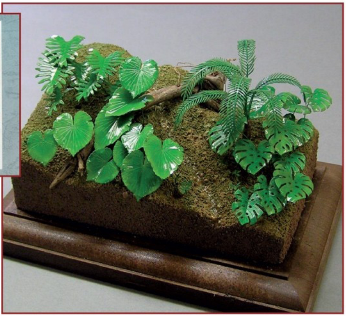
Kamizukuri's "Jungle-A" foliage set will be ideal for any Pacific diorama scene, or to add fronds to an individual vehicle. Do make sure you check out Tasca's or Kamizukuri's website for the great range of other paper foliage sets available.

Highly Recommended.

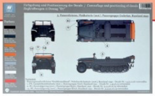
Thanks to Kamizukuri at the recent Shizuoka Hobby Show for the sample.

Brett Green

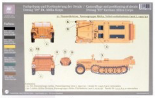




Zugkraftwagen 1 t (Sd.Kfz. 10)
Demag Typ "D7"
MK72
Plastik-Modellbausatz
Plastic model kit
Modèle réduit
1:72
Einzelteile / Parts: 81
Länge / Lenght: 71 mm
07201



A painting guide is provided on the back of each kit box.



Several colour schemes are available for this kit, including overall desert yellow or a disruptive pattern of yellow and green.

Zugkraftwagen 1 t (Sd.Kfz. 10)
MK72
Demag Typ "D7"
DAK
Plastik-Modellbausatz
Plastic model kit
Modèle réduit
1:72
Einzelteile / Parts: 94
Länge / Lenght: 73 mm

The second kit is a DAK vehicle, although the contents are identical except for the decals.

DEBUT DEMAG

Glen Porter is thrilled with MK 72's first injection moulded releases – a pair of 1:72 scale Sd.Kfz. 10 Demag half-tracks.

MK 72
SD.KFZ. 10 DEMAG
KIT NOS. 07201 AND 7202
1:72 SCALE

In the June issue of MMI, I announced that this model was on its way from Switzerland for review. Well, it has arrived and wow, is it good! For a manufacturer known only for resin kits, this is most emphatically not short-run technology and even the first glance at the one sprue will have you assume it is from Hasegawa, Revell or even Dragon, so good and clean is the moulding. That's not all either, us Braille Scalers have been complaining for years about rubber band tracks and even Dragons DS 100s, as good as they are, are not as desirable as hard plastic link & length tracks. Well, MK 72 has come up with something new in that regard. Two lengths of track, where each link is joined to the next with a very small piece of plastic so that the track can be bent around the drive and idler wheels with ease. It may not work for every style of track (I am thinking of tanks with large plate tracks like the Tiger or T-34), but for a Demag its perfect.

There are two distinct kits; a European operated vehicle with a large wire loop attached to its rear (kit no. 07201) and one from the Deutsches Africa Korps (DAK) with a rack of seven jerry cans replacing the wire (kit no. 07202). The plastic in both kits is identical; the only difference being the box-art, decals and instructions. Speaking of jerry cans, there are 10 in the kits and they are in two halves so you get two neat little handles on each can which is much better than what you get from the likes of Academy.

The detail on the parts is incredibly fine with the attachment points being very small and for the road wheels, MK 72 has taken a leaf out of Dragon's book and adopted a similar process where the inner rows are joined together for ease of alignment. Well, if its good enough for Revell, why not MK 72?

Okay, no model is perfect and this is no exception but if every kit came with only these problems we'd be a happy bunch of modellers. There is a small amount of flash around some of the smaller parts that should not be hard to remove and there is a sink mark and two ejection pin marks in the middle of the dash below the windscreen which will have to be fixed. I was a little disappointed by there not being any raised detail on the instrument panel, just a decal but that would have been a real disaster. As it is, it's not.

The instructions are very good for a first time manufacturer, well drawn and very clear. There are only two areas of concern. One is that, with 101 parts on the sprue, some are very small and although the parts are numbered on both the sprue and instructions, there is no parts plan. Even us more experienced modellers occasionally have trouble finding the correct part, especially if the sprue is cluttered (and this one is). The other problem is the arrangement of the road wheels. You will have to study them extensively and make sure you know which wheels go where as there is a trap just weighting to gobble you up. Be warned.

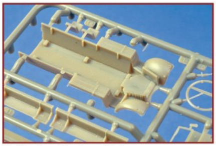
Of all the German half-tracks from the Second World War in this scale, the Demag is the one most wanted and although there is a short-run kit from Ace, it has PE tracks which puts a lot of people off. For this kit to be moulded so well and with so many innovative ideas, tracks, road-wheels and jerry cans, I am sure it will be a winner for MK 72. They have told me what is coming next but I'm not allowed to say, but but I can assure you they are subjects that us Braillers have been wishing for a long time.

Watch this space!

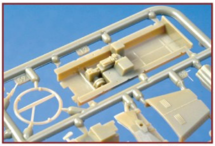
Highly Recommended.

Thanks to MPK Modellbau for the sample www.mpk-modellbau.ch

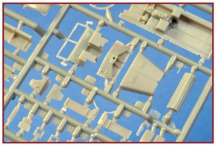
Glen Porter



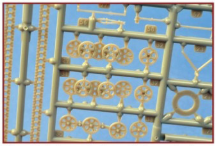
Quality of moulding is excellent.



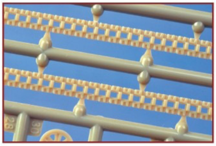
The transmission is moulded in place on the floor.



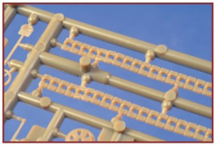
Detail is excellent overall.



The road wheels are cleverly moulded as overlapping sections.



The full length tracks are fine and feature lovely detail...



...inside and out.

The tracks may easily be bent to shape to form around the drive sprockets and idler wheels.

WH-701 133
WH 701 133
WH-568 567
WH 568 567
WH-231 261
WH 231 261
7202

Markings include decals for the instrument panel.

WH-552 337
WH 552 337
WH-523906
WH 523 906
WH-422 530
WH 422 530
7201

These are the markings for the DAK options.

48th 1:48 Scale - A round-up of the latest news and releases

PRESENTATION

IT'S EVERYTHING IN 1:48 SCALE

Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

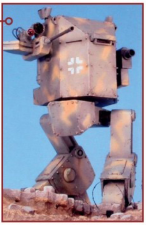
I found it most interesting doing my interview with Mig this month when he raised a very valid comment in regard to the visual impact of 1:35 scale versus 1:48 scale. There is no denying that larger is better in drawing the eye and no more so than in competitions. Most 1:48 scale models tend to get lost in the myriad of other models in the judging area and for that reason presentation is very important. At my place of employ we had a position vacant and I was given the task of interviewing the half dozen prospective candidates that had been culled from the original applications we had received. Most of the candidates arrived well kitted out in their best gear ready to impress. There was one candidate however that arrived with little or no preparation and was far from presentable. The funny thing was, when it came right down to it, he was the best man for the job. I make this point as no matter how much work you have put into a model, if it's not noticed what's the point?

On the other hand, how often have we all scanned a competition table and our eye has been drawn to a particular model or subject only to find that it has failed to place in competition. It's all about perception. AFV models in 1:48 scale can, by their very nature, be small and for that reason presentation is very important for them to get noticed. Like everybody else, people (including judges) are impressed by presentation. Merely sticking your latest creation on a roughly sawn piece of timber won't do the trick; we need to put some thought into it. At one local competition I attended I noticed (and this is the key here) a 1:48 scale scale Sherman on a plinth. The presentation of this model was first class but the model for the most part pretty average, but to the untrained eye (and even some of the trained ones to tell you the truth) the model was breathtaking. Again, it's all about perception and presentation.

Another subject talked about with Mig was the perception that 1:48 scale modellers only build in that scale. I know some camps would have you believe that there is no other scale other that 1:48 scale but, in reality, of all the modellers I have interviewed thus far most build in other scales as well. From a personal perspective, I switch scales all the time. In fact, my last two builds have been in 1:35 scale. I even started one in 1:32. There is nothing wrong with this and if you do build in other scales don't get too hung up about it. It's okay!

In my opinion, the beauty of 1:48 scale is its compact size. It is ideal for dioramas and I wish we would see more of these.

Until next time *Luke Pitt*



GASOLINE

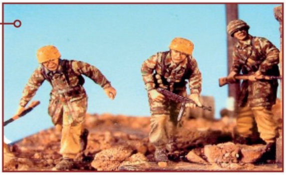
MEKATANK WOLF 1 KPF.RT.10 AUSF.B • ITEM NO. MWK48 SCALE001

This new release from Gasoline has clearly been influenced by the "Dust" comic. For the uninitiated, the Dust game (and related merchandise) is the work of Paolo Parente, where alien technology has been used to both prolong World War II and change it. Basically the story bases itself in a split time scenario. This sort of stuff does not appeal to everyone but I, for one, like it.

Where the 1:35 scale Dust models are generally 1950's style vehicles. This release from Gasoline is in 1:48 scale and is a World War II German "walker" from this alternate time line.

The model is broken down into 32 well-cast resin parts with two small lengths of wire and one small decal sheet. It looks like a very easy build and would make a different looking Science fiction model. I can imagine it walking past a destroyed Pershing for example or indeed placed next to a late model German tank in a small diorama. This would make an ideal fun model for anyone who may be feeling burnt out, as it lends itself to basically any location or setting and the camouflage options are limitless.

Recommended.



GASOLINE

FALLSCHIRMJAGER FIGURES • ITEM NO. GAS50391

These three new figures are welcome as, firstly, they are very well done and secondly, they are in action poses, which I tend to like more than the run of the mill "lets stand around "and talk poses that tend to be released. The figures themselves have the correct height with, weapons and fabric folds in particular, showing finesse that is not normally seen in figures of this type. The uniform and helmet details are also very well done and would make a great addition to and in action diorama or even a stand along piece

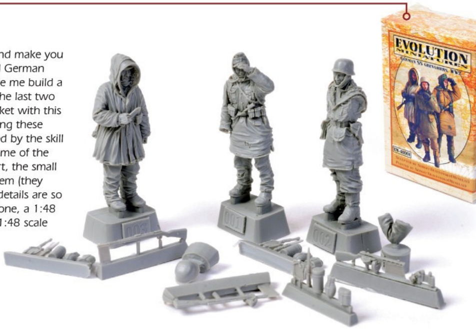
Highly Recommended.

EVOLUTION MINIATURES

GERMAN SS GRENADIERS WW2 • ITEM NO. EM-48 SCALE001

Every so often, a release somehow has the ability to motivate you and make you want to build something. I have never really been into whitewashed German vehicles. but this release has changed all that. These figures will make me build a German winter vehicle because they are so good. As mentioned in the last two columns, Evolution Miniatures has entered the 1:48 scale figure market with this release with more to follow. I have to say upfront that when reviewing these figures I was firstly amazed at the level of detail and greatly impressed by the skill of Sergey Travlansky the sculptor involved. These figures really are some of the finest I have seen in this scale. It's the little things that set these apart, the small rips in the uniform, the general feeling you have when looking at them (they look cold!) and the quality of the casting (it's flawless). The uniform details are so well done they would be not out of place on a 120mm figure, let alone, a 1:48 scale one. If this is the level of detail we can expect from any future 1:48 scale figure releases from Evolution, then bring them on! The market, and indeed the scale has been waiting for figures like this.

Highly Recommended.



MMI 1:48 Scale Q & A - Mig Jimenez

In my view, Miguel Jimenez can now be considered a modelling icon. He has given back to the hobby in the same way Verlinden and Shep Pain did before him. His techniques and style are now taken for granted but were groundbreaking when they first emerged. He has acted as a genuine change agent and in doing so changed the way we all paint and display our models.
I was delighted that Mig has granted us some time in his busy schedule for this interview. His views are always refreshing. I practically like his thoughts on a model company releasing a T-55 and the need for us all to do more.

THE INTERVIEW

Luke: Hi Mig. Good to have you with us. What would you consider to be your best 1:48 scale scale model and why?

Mig: ***I don't think that I have a really good model in 1:48 scale to tell you the truth! I have many in various build stages though. I mainly make 1:48 scale models for fun and try to relax from my other great passion, which is 1:35 scale. I have made several 1:48 scale vignettes and dioramas in the past. I remember one of my old vignettes that was very cool, but unfortunately, I don't have a picture of it. I can say right now however, I may well be making my best work in this scale, an Ardennes Diorama that is still under construction.***

Luke: What would you consider the most influential 1:48 scale model you have seen in print and why?

Mig: ***From my point of view, Luciano Rodriguez has given his heart and soul to this scale and I can recognise any of his models (even if he doesn't sign them). His style seems very popular and easily adapted by any new 1:48 scale modeller. He has done a lot for this scale. But talking about my own personal tastes, Pat Johnston is maybe the best painter in this scale thus far. What I really miss however is more 1:48 scale diorama builders. This in my opinion is what is lacking in this scale.***

Luke: Yes Mig, both of these gentlemen are outstanding modellers and I for one look forward to any new piece they produce. Tell me, if you had to pick one kit that should be made in 1:48 scale, what would that be?

Mig: ***Well Luke, if I follow a commercial sale references as a guide and indeed if personal taste comes into play, the T-55 must rank as my top pick. This release would bring many new modellers into 1:48 scale in my opinion. From memory the T-55 was a best seller for Tamiya, and given that fact I believe this could be a best seller in 1/48 scale too. If a modern subject must be done, it should be the T-55. In regard to WWII subjects, I think that the availability of more accessories and figures will push modellers to create dioramas and scenes that will open new horizons for them.***

Luke: Thanks for your time Mig, I am inspired and indeed influenced by your builds and know a lot of others are too. Do you have any additional thoughts on 1:48 scale AFV modelling?

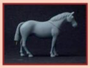
Mig: ***Thanks Luke The potential of the 1:48 scale is much more, than just painting a nice tank. I think many modellers may not see that. I think that a magazine's duty is to show modellers new ways and possibilities in this great scale. I believe many modellers just follow what they see on the web and in magazines. Many years ago, before Tamiya decided to go into this scale, I had already made 1:48 scale scale stuff. To me was a very attractive scale and allowed me to finish an idea or vehicle very quickly. At that stage only the Gasoline brand was available, but this was enough for me. With Tamiya's entry into the game, I thought this could be the future. The problem was that even if the detail quality was almost the same as in bigger scales, modellers would be hard pressed to find the same range of accessories or variety they have in 1/35. Usually, great modellers are the ones who open the new doors and show the rest of us how good a subject or scale can be. The main group of well-known modellers still focus in 1:35 scale. Why, I don't know. I think it may have something to do with their "comfort zone". Can you imagine a time when guys like Per Olav or Marian Van Gils are making 1/48 scale dioramas? That would be grand. I believe the reason they don't dabble in this scale is they don't have enough accessories. Producers are focused mainly on vehicles and they don't pay enough attention to good accessories. This scale is perfect for big ideas and complex dioramas, far better in that regard than 1:35 scale. For me a 1:48 scale vehicle does not have the visual impact as say a 1:35 scale vehicle painted with the same skill on the competition table. And for this reason I believe may modellers shy away from it So, I guess we must all must work harder to change the perceptions of this great scale. This a daily nightmare for me Luke, and I have thought long and hard on how to change this. I still don't have the answer.***

Luke: Thanks for your ideas and views Mig. Your ideas on dioramas are well worth remembering for all of us. Maybe we all should look at this. Thanks again for your time.

New Products

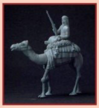
RED ZEBRA LIMITED

RZ003 BELGIUM DRAFT HORSE.



Used throughout both world wars to pull carts, gun carriages. Also used around the farm to pull ploughs etc. This model is cast in polyurethane resin and is split into four pieces. Other horses will be on the way very soon.

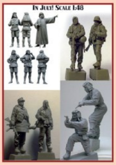
RZ004 ARAB MOUNTED ON DROMEDARY CAMEL

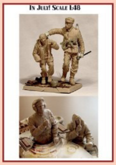


Standing / walking dromedary camel with typical North African / Middle East saddle. Arab rider equipped with Lee Enfield rifle, as used by local tribes, the Arab legion etc. For earlier periods, the rifle can be easily removed. Model cast in polyurethane resin and comprises of a three piece camel, and a two piece rider
For further information contact Red Zebra by email on redzebra100@tiscali.co.uk

EVOLUTION MINIATURES

Evolution Miniatures has six more figure sets slated for release in July 2010. We'll have more information on these in a future issue. These will cover Soviet, German and British subjects.
In the meantime, check out their website at www.evolution-miniatures.com



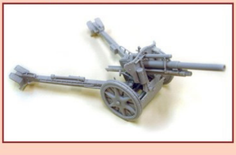


Preview

KENGI

1:48 SCALE GERMAN 10.5CM LEFH 18 HOWITZER

We have a photo here of the forthcoming 1:48 scale German 10.5cm leFH 18 howitzer from Kengi. More news in future issues!



Book Reviews

NUTS & BOLTS
25
Heiner F. Duske • Tony Greenland • Detlev Terlisten
Flakpanzer IV
Wirbelwind (Sd.Kfz.161/4), Ostwind and Kugelblitz
Detlev Terlisten & Heiner F. Duske

NUTS AND BOLTS VOLUME 25

FLAKPANZER IV WIRBELWIND (SD.KFZ.161/4), OSTWIND AND KUGELBLITZ

BY DETLEV TERLISTEN AND HEINER F. DUSKE

The latest publication from the Nuts and Bolts team covers the Flakpanzer IV family – the Wirbelwind (Sd.Kfz.161/4), Ostwind and Kugelblitz.

The book is presented in A4 format over 168 glossy pages between soft covers. The text is delivered in both English and German, each occupying one column on every page. Captions are also bi-lingual.

The detailed text commences with the history of German ant-aircraft tanks; the development, production and technical details of the Flakpanzer Wirbelwind, deployment and operational duties, plus a discussion of camouflage and markings. The text then gives over to 16 pages of wartime photos, with three photos to a page and all helpfully captioned. The photos are supplemented with the trademark excellent technical drawings of the Wirbelwind.

This logical formula is repeated in turn for the Ostwind and the Kugelblitz, albeit over a smaller number of pages reflecting the limited nature of the latter two vehicles' production, and also partly due to the lack of wartime documentation on the Flakpanzer Ostwind.

The second half of the book is devoted mainly to colour profiles and museum walkaround photos. These will be ideal for modellers looking for reference and inspiration.

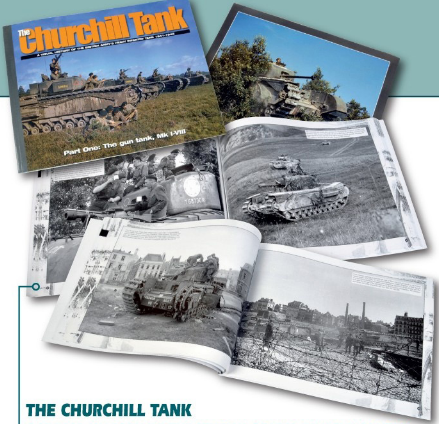
This title is wrapped up with a 13 page modelling section by Tony Greenland, displaying several completed models and listing available kits and conversions in all major scales.

Nuts and Bolts Volume 25 will be a perfect one-stop reference for anyone interested in the three Flakpanzer IV variants, and especially for modellers wishing to build Dragon's superb 1:35 scale Wirbelwind, or any of the other kits of these interesting vehicles.

Highly Recommended.

Nuts and Bolts books are available online from their website www.nuts-bolts.de

Brett Green


The Churchill Tank
A VISUAL HISTORY OF THE BRITISH ARMY'S HEAVY INFANTRY TANK 1941-1945
Part One: The gun tank, Mk I-VIII

THE CHURCHILL TANK

A VISUAL HISTORY OF THE BRITISH ARMY'S HEAVY INFANTRY TANK 1941-1945. PART ONE: THE GUN TANK, MK. I-VIII

BY DAVID DOYLE • APERSAND PUBLISHING

Ampersand Publishing's newest title covers Gun Tank versions of the Churchill Tank. The stated intention of this book is to provide a visual showcase for the type, and it admirably succeeds in this objective.

Ampersand's "The Churchill Tank" is presented in soft-covered landscape format with 120 pages. Following a brief Introduction by British military historian David Fletcher, David Doyle presents a veritable feast for the eyes for all fans of WWII British vehicles. The vast majority of pages feature a single large and well-reproduced photo with a succinct but helpful caption. All the photos inside the book are black and white from contemporary wartime sources, but the front and rear covers are crowned with two magnificent colour images that look fresh enough to have been taken today.

Almost all the photos show the Churchill in action, during training or being maintained by their crews. One interesting sequence of photos also shows some of the Churchills captured during the disastrous Dieppe raid being put through their paces by their new German owners.

The title is divided logically into Chapters according to the variant, from Churchill Mk. I to Churchill Mk. VIII.

This is a terrific book, beautifully presented and offering ample inspiration to modellers of the Churchill Tank. It will be especially helpful to anyone who plans to tackle the excellent new AFV Club 1:35 scale Churchill Mk.III gun tank, or the older Tamiya Mk.VII.

Highly Recommended.

Available online from Ampersand Publishing www.ampersandpubco.com

Brett Green

FOCUS NO. 6. PANHARD 178

TEXT BY PASCAL DANJOU • PROFILES BY ERIC SCHWATZ

PUBLISHED BY EDITIONS DU BARBOTIN

"Panhard 178" is the sixth in Edition du Barbotin's Focus series covering important French and German military vehicles. The book is presented in a small format similar in size to Osprey titles, with soft covers and 50 glossy pages.

The book features bi-lingual text in two columns, with French to the left and English on the right. Captions are similarly organised.

The first Chapter describes the development and operational history of the Panhard 178 French armoured car. This section comprises 14 pages of text and historical photos plus an additional page of technical specifications.

The bulk of the book, from pages 19 to 48, is made up of more than 150 full-colour walkaround photos of Panhard 178 armoured car at the French "Musee des blindes de Samur", the Samur Tank Museum. The photos are well reproduced and cover most of the nooks and crannies of the vehicle. My only complaint is that there are no captions at all beyond the brief introductory text for this section, although each page is headed with a general description and a colour-keyed diagram of the area being displayed.

A 1:35 scale five-view profile of one vehicle is provided on page 50. A reduced version at 1:72 scale is provided on page 49. The book is rounded out with a Bibliography on the inside back cover.

Camouflage and markings are not discussed in this title, but this topic is covered in detail in "Trackstory #2" by the same publisher.

This is a handy and compact reference on the Panhard 178 armoured car that will be very useful to modellers, especially thanks to the detailed walkaround photos.

Recommended.

Focus No.6. Panhard 178 bis is available online from Minitracks www.minitracks.fr

Brett Green

FOCUS
N°6
ARD 178
1/72
1/35

STURMGESCHÜTZ III
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peter müller • wolfgang zimmermann
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STURMGESCHUTZ III VOLUMES 1 & 2

VOL 1: DEVELOPMENT, PRODUCTION, DEPLOYMENT

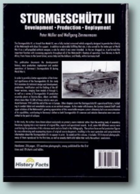
VOL 2: VARIANTS, MODIFICATIONS, TECHNICAL DRAWINGS

BY PETER MULLER AND WOLFGANG ZIMMERMAN

ISBN: 978-3-9522968-4-4 (VOL 1) & 978-3-9522968-5-1
MEDIA AND CONTENTS: 2 VOLUME SET, HARD COVER; 315 & 294 PAGES 675 B&W PHOTOGRAPHS ILLUSTRATIONS, CHARTS, TABLES, 100 TECHNICAL DRAWINGS AND A HUGE WALL CHART DETAILING THE VISUAL APPEARANCE AS A TIMELINE
PUBLISHED BY HISTORY FACTS

The Sturmgeschutz III or Assault Gun Model II was originally developed as an armoured direct fire support vehicle for the German Infantry. It entered history from a 1935 specification for a self-propelled gun carriage to provide direct support for the infantry. The chassis of the Panzer III was selected in 1936 and prototypes were produced commencing in 1937. Series production commenced with the first series (Stug III Ausf. A) in 1939 with delivery in September 1939 and finished in April 1945 with the Stug III Ausf. G, by which time 10,500 vehicles had been produced.

Fans of German armour have always had the luxury of excellent reference on their pet subjects and I have to say that as references go, this is at the top of the class. Everything about these two volumes is first rate. The amount of work that has gone into these books is reflected by the excellent presentation of facts and the collation of the production changes must have been a nightmare to sequence but a godsend to the modeller, enthusiast and historian alike. The authors have drawn almost exclusively from primary source material, tapping into a vast pool of original files, reports and operational records. A listing of the 400 primary references is given in an exhaustive bibliography.


STURMGESCHÜTZ III
Development • Production • Deployment
Peter Müller and Wolfgang Zimmermann
History Facts

Volume 1 starts by examining the technical design and development, production, modification and the fielding of this important weapon. It follows a logical layout in well-structured Chapters covering:

- Foreword – 6 pages
- Background – 6 Pages
- Technical Development – 38 pages
- Series Production – 50 pages
- Design Variants A to G – 36 pages
- Assembly Plants – 10 pages
- Combat – 86 pages
- Combat record – 16 pages
- Conclusion – 4 pages
- Appendix:
- Production – 17 pages
- Ammunition – 14 pages
- Abbreviations – 3 pages
- List of sources – 4 pages
- Annotations – 2 pages

Volume 2 follows on by discussing and illustrating the stunning evolution of the Stug III from the short-barrelled infantry SPG to the long barrelled anti-tank vehicle it became. It is packed with photographs including an excellent illustrated chronology of the production changes by functional groupings. This covers over 90 specific identifying features a feature that will really appeal to modellers. It provides timelines to illustrate when different versions were manufactured and includes excellent scale drawings of the major variants. Rounding this out is a massive wall chart that provides a quick and handy reference to various versions and when they appeared. The authors have not only included factory modification but have catalogued field modifications backed by tables for easy reference. Photos are used throughout to illustrate and compliment the drawings.

The contents are as follows:

- Foreword – 12 pages
- Visual Appearance Assault Gun III – 123 Pages
- Illustrations of Sturmgeschutz III – 144 Pages
- Appendix:
- Abbreviations – 2 Pages
- History Facts Publications – 3 Pages
- Tabulated Overview – Supplement Chart

These two volumes are thorough and impeccably researched. The information within is amazing in its breadth and presented in a digestible and logical format. They are quite simply two of the best vehicle history books I have ever seen. These set a very high benchmark for future authors in this busy genre and as such I highly recommend these as a definitive history of the Sturmgeschutz III Assault Gun.

I would thoroughly recommend this book to anyone with an interest the Stug III or German armour of World War II, whether they are a modeller, historian, collector or even a restorer.

Highly Recommended.

Review Sample supplied by History Facts www.historyfacts.biz/en/

Alastair Bowie

ALLIED & AXIS AFV PLANS BOOKS IN 1:72ND SCALE

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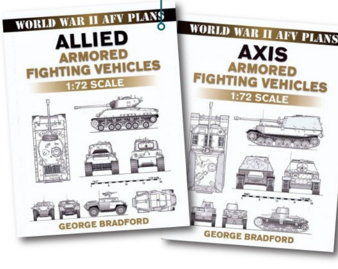
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ALLIED
ARMORED
FIGHTING VEHICLES
1:72 SCALE
GEORGE BRADFORD
WORLD WAR II AFV PLANS
AXIS
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FIGHTING VEHICLES
1:72 SCALE
GEORGE BRADFORD

George Bradford is well known throughout the hobby for producing very accurate Armoured Fighting Vehicle plans in 1:35 and 1:72 scales. These are the two1:72 scale books for Allied and Axis vehicles. There are approximately 206 sets of plans in the Allied book and 175 in the Axis book all arranged by time.

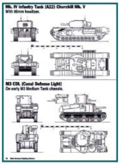
In the introduction, it is mentioned that this is not a complete list of all vehicles used by both side in the Second World War. For example, in the Axis book there is no Sd.Kfz. 11 and in the Allied, there is no Morris Quad, just the Canadian Chevrolet Field Artillery Tractor. There are four sets of Tiger I plans, Ausf. H early, Ausf. E early, Ausf. E mid and Ausf. E late. The Ausf. H does not have the asymmetrical turret while the others do, suggesting that it was drawn before that piece of information became available.

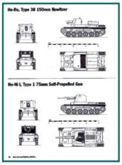
Stackpole Books also offer a range of titles with plans in 1:35 scale. Those plus the 1:72 scale books are very handy for anyone who builds a lot of AFV models.

Recommended.

Thanks to Stackpole Books for the sample www.stackpolebooks.com

Glen Porter


Mk. IV Infantry Tank (A22) Churchill Mk. V
With 95mm howitzer.
M3 CDL (Canal Defense Light)
On early M3 Medium Tank chassis.


Ho-Ro, Type 38 150mm Howitzer
Ho-Ni I, Type 1 75mm Self-Propelled Gun

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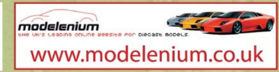

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Dover, Kent, CT17 9BZ, UK
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www.historex-agents.co.uk
sales@historex-agents.co.uk

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Sano-shi, Kurohakama-cho 162-1,
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(The Hobby Company in UK)
Promishlennaia Str.,2, Lobnya, Moscow Region,
141730 Russia
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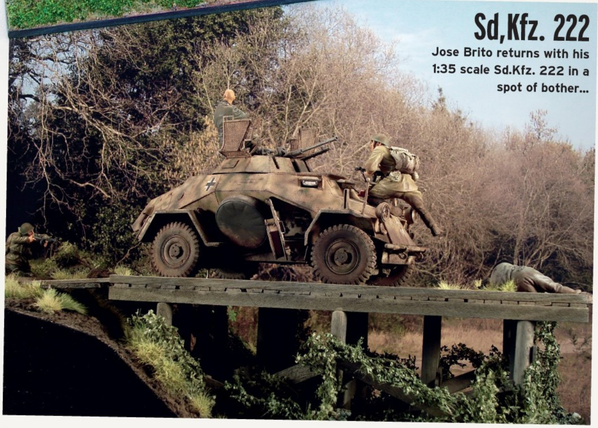
www.zvezda.org.ru

■ ***Please mention 'Model Military International' if you make contact with any of the companies listed above - thanks!***

Next Issue
On sale September 2nd 2010

T-28 Super Heavy Tank
Jim Wechsler presents Accurate Armour's 1:35 scale T28 in a new Feature Article.



Sd,Kfz. 222
Jose Brito returns with his 1:35 scale Sd.Kfz. 222 in a spot of bother...

Cherbourg Continued
Justo Mira continues to describe his superb handiwork for this impressive small-scale diorama

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

Model MILITARY INTERNATIONAL

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STOP PRESS - STOP PRESS -

GREATWALL 12.8CM K44 L/55

Direct from Shanghai, we have just received an early sample of GreatWall's brand new 1:35 scale Rheinmetall 12.8cm K44 L/55 High Velocity Anti-Tank Gun, otherwise known as the Pak 44.

The 12.8cm Pak 44 was developed as a result of German experiences on the Eastern Front after encountering the Soviet 122mm gun. The 12.8cm size was chosen largely due to available tooling used for naval guns, but this design had nothing in common with the 12.8cm Flak 40 gun.

Production of the Pak 44 was limited, with only around 50 being initially manufactured as artillery pieces and mounted on a variety of existing carriages, including French and Russian designs. Around 100 additional guns were produced later. The Pak 44 was also fitted to the Jagdtiger.

GreatWall from China has now released the 12.8cm Pak 44 as an injection moulded plastic kit. The gun is depicted on a German six-wheeled carriage that features an interesting firing position in which the wheels swing upward to permit the cruciform firing platform to sit on the ground.

GreatWall's 1:35 scale Rheinmetall 12.8cm K44 L/55 High Velocity Anti-Tank Gun comprises 212 parts in grey plastic plus two metal springs, a modest photo-etched fret and a length of soft wire.

Moulding quality is excellent with narrow sprue attachments and ejector pin marks placed on the inside surface of parts wherever possible. All the major parts of the model are moulded in grey plastic, including the shields, the barrel and the perforated muzzle brake. The barrel and brake are supplied in two pieces each, so some care will be required when aligning the parts to minimize any join seams. The parts for the plastic gun shield are admirably thin.

The big pressed wheels are broken down into a main part plus one half of a tyre.

The gun itself is beautifully detailed. The recoil/recuperator cylinders are moulded as single parts, but instructions are supplied to modify these if the modeller wishes to pose the barrel in an elevated position.

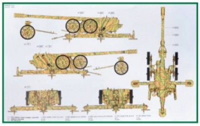
The firing base and wheels may be assembled in either travelling or firing mode.

A small photo-etched fret offers detail parts, and the rear suspension benefits from the installation of real springs.

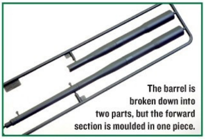
GreatWall has already announced several upgrade sets for this kit including metal barrel and muzzle brake, and photo-etched shields. Although the plastic parts are well done, it would be worth considering the upgrades for these very prominent features.

GreatWall's 1:35 scale Rheinmetall 12.8cm K44 L/55 High Velocity Anti-Tank Gun is an impressive model, which will appeal to experienced modellers of German artillery or late-war subjects in general. ■

Thanks to Great Wall Hobby via Guido Hopp for the sample. Great Wall Hobby products are available in the UK from The Airbrush Company Limited www.airbrushes.com

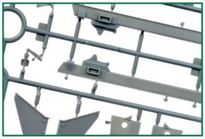


A three-colour camouflage scheme is suggested.

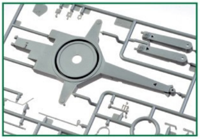


The barrel is broken down into two parts, but the forward section is moulded in one piece.

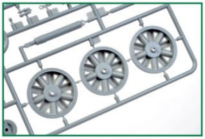
Gun shields are admirably thin.



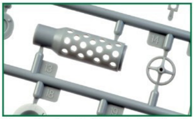
Moulding quality is excellent.



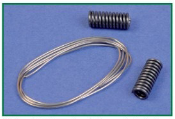
The cruciform firing platform features separate side arms.



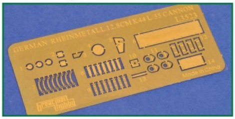
The "pressed metal" style of wheels have injection moulded tyres.



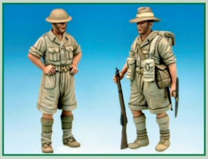
The prominently perforated muzzle brake is split into left and right halves.



Soft metal wire and springs are included.



A small photo-etched fret supplies detail parts.



EDITOR'S CHOICE

TOTAL WAR MINIATURES

Total War Miniatures is a new company specialising in 1:48 scale military figures. Their first releases cover American and German WWII infantry and tank crew figures.

Set No. TWM-48001 is entitled "US Armored Infantry". Two standing figures are provided. One is standing cross-legged with a helmet, while the second is in a casual pose wearing a knitted cap and holding his helmet.

Set No. TWM-48002 is "Waffen SS Ardennes 1944". Once again, both figures are standing in a fairly casual gait. Both wear late-war camouflage pants, with one also having a matching smock. The second figure wears a tanker's leather jacket.

All the figures are cast with torso and legs as one piece. One figure in each set also has the arms cast integral with the body, making assembly a very fast and easy prospect! Casting quality is excellent, as is the sculpting. The material of uniforms drapes naturally, and the poses are realistic. It is nice to see more new manufacturers entering the field of 1:48 scale military modelling. Total War Miniatures have quickly followed up their debut offerings with three further releases:

TWM 48003 - Soviet Summer Scouts
TWM 48004 - Winter German Infantry
TWM 48005 - Desert Rats (pictured)

I will look forward to seeing what else they have in store for us!

Thanks to Total War Miniatures for the samples *www.totalwarminiatures.com*

ERRATA – IPMS HELLAS NATIONAL EXPO CONTACT

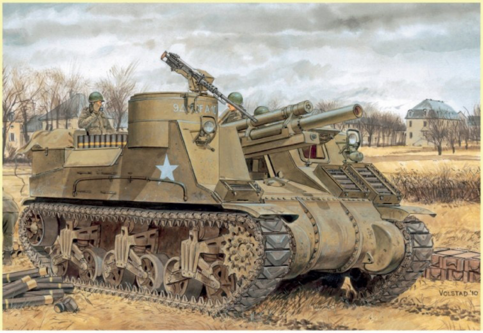
Please note that the correct email address for contacting IPMS Hellas (Greece) about their upcoming national Expo is ipms-hellas@windowslive.com

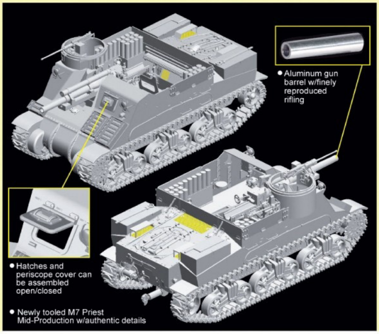
1:35 '39-'45 SERIES

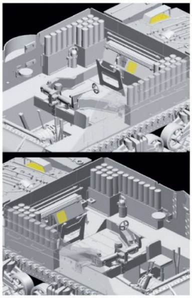
Smart Kit

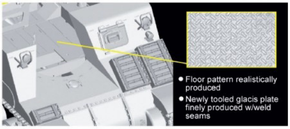
M7 Priest Mid-Production

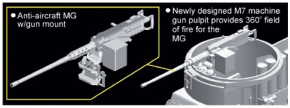
Engineered for modeling enjoyment **Plastic parts with enhanced detail** **Unprecedented value** **Ready for immediate assembly!**



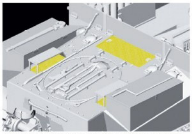

- Aluminum gun barrel w/finely reproduced rifling
- Hatches and periscope cover can be assembled open/closed
- Newly tooled M7 Priest Mid-Production w/authentic details

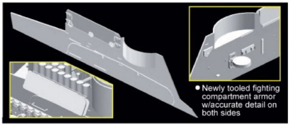

- Fighting compartment w/accurate interior detail

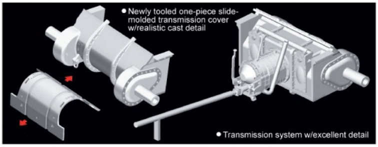

- Floor pattern realistically produced
- Newly tooled glacis plate finely produced w/weld seams

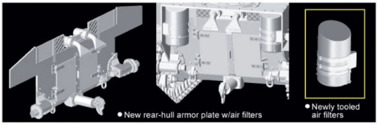

- Anti-aircraft MG w/gun mount
- Newly designed M7 machine gun pulpit provides 360° field of fire for the MG

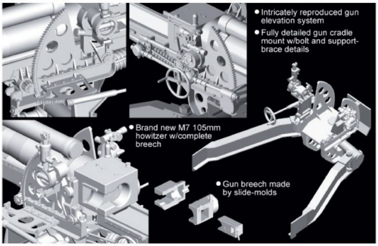
- Detailed instrument panel
- Includes driver's controls


- Newly designed engine deck w/photo-etched ventilator covers

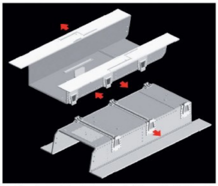

- Newly tooled fighting compartment armor w/accurate detail on both sides


- Newly tooled one-piece slide-molded transmission cover w/realistic cast detail
- Transmission system w/excellent detail


- New rear-hull armor plate w/air filters
- Newly tooled air filters

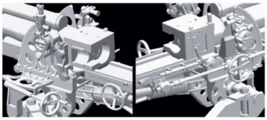

- Intricately reproduced gun elevation system
- Fully detailed gun cradle mount w/bolt and support-brace details
- Brand new M7 105mm howitzer w/complete breech
- Gun breech made by slide-molds

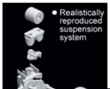
- Newly tooled vehicle tools have clasp detail

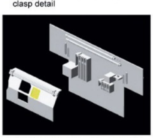

- Chassis made by 2-directional slide-molds; bolts and rivets delicately represented on hull

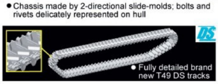
- Idler wheels have delicate detail

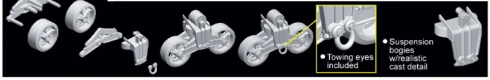
- Shield supports connected to gun also included


- Gun trails w/hand wheels finely reproduced


- Realistically reproduced suspension system


- Engine-compartment rear panel is sharply detailed


- Fully detailed brand new T49 DS tracks


- Towing eyes included
- Suspension bogies w/realistic cast detail

DRAGON

D6637

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG
See the full Dragon range at www.hobbyco.net
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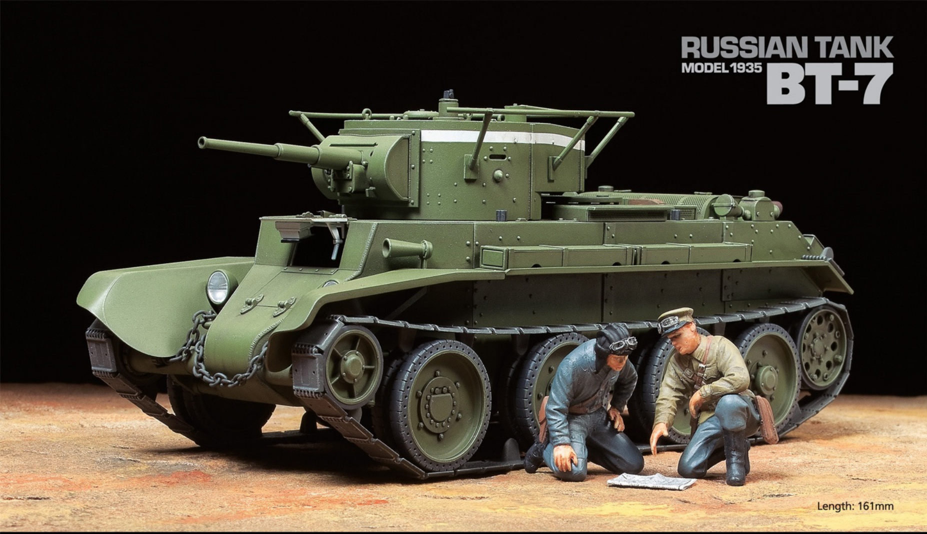


RUSSIAN TANK
MODEL 1935 **BT-7**

Length: 161mm

THE NEED FOR SPEED

1/35 Scale Russian Tank BT-7 Model 1935

Item 35309

Using a prototype tank designed by American inventor John Walter Christie as a base, the Russian military developed their BT-series of fast tanks, which culminated in the BT-7 produced in 1935. Its unique features included sloped frontal armor, a coil spring suspension system with large diameter road wheels for high speed performance, and a 45mm main gun which made it more powerfully armed than other tanks of its day. Approximately 5,000 BT-7s of all variants were built, and they saw frontline action during the Battles of Khalkhin Gol, the invasions of Poland and Finland, and the defense against the German invasion in June 1941. Many of the tank's design principles, such as the emphasis on mobility, found their way into the famous T-34. Thus the BT-7 can be considered to be the starting point of Russia's development into a leading tank superpower.

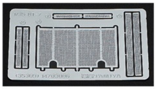
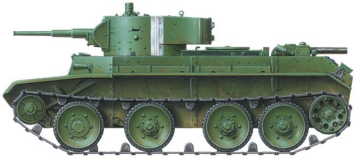
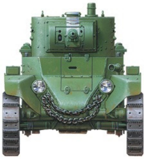
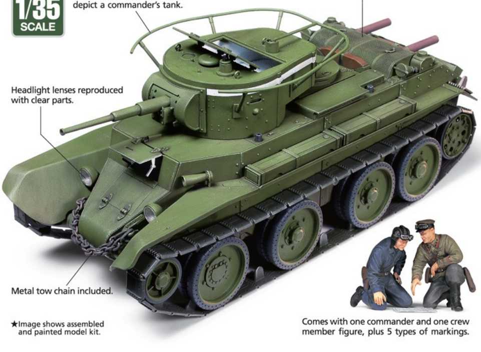


Photo-etched parts for engine cover and radiator grilles.





1/35 SCALE



Antenna parts included to depict a commander's tank.

Headlight lenses reproduced with clear parts.

Metal tow chain included.

Comes with one commander and one crew member figure, plus 5 types of markings.

★Image shows assembled and painted model kit.

Research Conducted In Moscow

A BT-7 sits among the SU-152, KV-1, and other large tanks and vehicles on display at the Central Museum of Armed Forces. Tamiya's staff thoroughly studied this example in order to accurately reproduce the suspension and characteristic turret shape for the model.

Special Bonus

The kit's first production run will include this B5-sized full-color photographic reference.

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